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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 19, 1880.

Our Great Foreign Exchange and Commercial Credit Houses.

Comparatively few people outside of bankers, exporters, importers and shippers of money and merchandise are aware of the magnitude or extent of the interests represented by them, or of the manner in which they are generally conducted. Since the imports of gold have practically ceased, and the balance of trade has turned in favor of Europe, by reason of our increased importations, the past six months, and of the decrease in our exportations for the last four months in consequence of the huge speculations in our export staples, we have had occasion to look over the manifests of incoming vessels to learn what classes of goods were being imported so largely as to turn the balance of trade almost as largely against us as it had been in our favor. In doing this, we were surprised to find that two to every three, at least, of these consignments were in the name of some half dozen of our largest for-

eign exchange and commercial credit houses, and less than one-third in the names of the importers to whom the goods belonged. From this it might be supposed that these great banking houses were also importers of two-thirds of the merchandise that comes into port. This, however, is not so, as none of them are importers, but simply loaners of their credit to importers to bring goods from all parts of the world without having to advance the money to pay for them from four to six months before they arrive, or having to submit to a heavy discount on their own bills of exchange in countries where their credit, however good, is not so generally or well known as that of these great exchange houses, to whom the importers can pay a commission for their letters of credit, and still have a profit left in the discount on their own bills.

Hence the goods bought on these letters of credit are consigned to their makers, partly for convenience in London on which all these letters are drawn and there accepted by the London houses of these firms, and partly for the security of the issuers of these letters, who turn over the goods on their arrival to the owners who pay the acceptances of the London houses, assume charge of the goods and pay duties and freights without other trouble to the bankers, except in cases of default on the bills drawn under the letters of credit, which were originally issued on the credit of the importer or the deposit of a margin sufficient to cover any fluctuations in the market prices of the goods while being manufactured or in transit.

In this way is the great bulk of our import trade done, and through some half a dozen houses, as a rule. The names of some of these houses are as well known here and in Europe as household words, and a few of them the world over, wherever American or British commerce extends. As a matter of interest we have looked over the list of importations to ascertain to what houses the greater number of

consignments come. We found that while some houses had a partial monopoly of certain trades and others of special localities where their bills are best known or their houses best connected, there were practically only two houses whose business was general and large the world over. These two were the Messrs. Brown, Brothers & Co. and the Messrs. Baring Brothers, whose business is about equally divided and distributed over the world, though there are localities and trades which favor one or the other. In this respect the Brown Brothers are no doubt the leading house in the United States as they are more closely identified with our merchants, being more distinctly an American house which has done more to develop our export trade and especially that in cotton than any other, and, for half a century, while as an English house Messrs. Brown, Shipley & Co. are as well known in Europe and the East and West Indies and South America as the Baring Brothers.

These two may be said therefore to rank as the first and universal issuers of letters of credit throughout the world, whose bills sell alike and equally well wherever there is commerce; while their Travelers' Circular Letters of Credit can be cashed in any place in the world. As Americans know the Brown Brothers better they also give their Travelers' Circular Letters the preference when going abroad.

Progress of the Southern Pacific.

The recent issue of bonds upon the completed portion of the Southern Pacific noted in our last issue, has drawn the attention of the investing public to this line and its prospects. We learn from the officers of the road, in addition to what we have already published, that the road will be completed to Tucson this month, whence a branch line to the Northern boundary of Mexico will be built after the completion of the main line to El Paso. This branch will extend 70 miles from Tucson to the Mexican boundary via Tabac. The main line, which is nearly completed to Tucson, will

be finished to the Rio Grande at Fort Thorn in about twenty months a distance of 300 miles, and from there to El Paso, a distance of 350 miles in two years more with the present force of 2,500 men, largely Chinese, whom the company find it most satisfactory to employ.

In two years, therefore, it will have an Eastern outlet via Colorado, and in four years via St. Louis over the Southwestern system from that city. Should the Texas Pacific be then completed it will also have an outlet through Texas and probably to New Orleans via Houston and San Antonio. With the sale of the bonds which was so successfully closed last week, and the capital already invested in the road by its projectors, the completion of this line is therefore an assured fact and not dependent upon the raising of the funds necessary, as in the case of most other Pacific Railroad projects whose securities are now offered to the public.

Is the Texas and Pacific to be Built?

There are rumors on Wall Street that the presenting of the bill in Congress asking to have the time for building the Texas and Pacific extended ten years, is in consequence of an inability to raise the necessary funds to build it now, as contemplated by the "Syndicate" recently formed for that purpose. If this be the case, then we are left to infer that the late "subscriptions" to the bonds of that road were not bona fide, though announced with such a flourish at the time, as having been taken in less than a week's time; and that subscribers were turned away by the Syndicate, so great was the demand. It is also said that Mr. Gould has sold out his interest both in the contract for construction and in the securities of the road. If this is the case then it is very doubtful if the road will be completed soon, for it would take away all the new support brought to the scheme by Mr. Gould's connection therewith and leave the burden of raising the money upon the shoulders of Col. Scott and his followers, where it was for seven years without their being able to raise the required amount.

More Mexican Railroad Charters.

One would suppose that the field for railroad building in the United States is becoming exhausted to judge from the number of Mexican charters and concessions lately obtained by American companies from the Government of the ancient Montezumas. There is, however, a certain mystery about all these grants and the proposed operations under them, that throws doubts over the whole business which are not calculated to inspire the investing public with sufficient confidence in their success to induce the placing of much capital at the disposal of the projectors and promoters of these enterprises. They may all be good and bona fide grants and undertakings, but the public will want a little more light on the subject, if the money is to be raised here for constructing them. We have already noted the Tehuante-

pec Railroad, of which a good deal of information has been given by the officials; but we do not remember having yet seen anything like a financial exhibit of the concern or its prospects for business based upon admitted facts. The Mexican Telegraph Company lately announced without previous warning of the existence of such a project, and the alleged subscriptions for its stock so suddenly taken, are still more mysterious affairs, of which none but the promoters seem to know anything. We now hear that the Legislature of Massachusetts has chartered three companies in the interest of the Atchison, Topeka and Santa Fe people or more properly of the Atlantic and Pacific's proposed new line to the Pacific.

These charters represent three separate grants for railroads, made under former administrations of the Mexican Government that require to be renewed before valid, which the Atlantic and Pacific people claim to hold. One is for a line from El Paso to the City of Mexico, one from there to the Pacific seaboard and one from Guaymas to the Arizona line. These grants include land, but since they were made so much of the valuable lands have been taken up by settlers that the remainder is said to be of little value. Where the money is coming from to build these roads we do not learn, nor where the traffic is coming from to support them if built, except from the mines which are but partially developed. If, however, the projectors propose to build the road with their own money as did the Southern Pacific, the public will have confidence enough to help them, no doubt by buying their bonds, which we hear are soon to be issued. If not then these latest projects under Mexican grants may be regarded as on paper only, for the present, for the public will scarcely invest in Atlantic and Pacific when they declined, as we are informed, to do so in the Texas and Pacific bonds lately issued.

Warwick Valley Railroad.

The Warwick Advertiser says that the stockholders of the Warwick Valley Railroad Company, of New York, and the Wawayanda Railroad Company of New Jersey, have voted—the former 3,700 to 18, and the latter unanimously—in favor of the consolidation of the two companies, and then adds:

The Articles of Agreement entered into by the two companies provide that the new organization shall be known as the "Warwick Valley Railroad Company," which new company assumes full control of all the franchises and privileges of the two old companies, agreeing to pay all the bonded and other liabilities of the two old companies. The combined bonded indebtedness of the two roads now amounts to \$210,000. It is also provided that all the certificates of capital stock of the two companies shall be surrendered, and new certificates issued therefor by the new company. The total capital stock to be issued by the new company is not to exceed \$340,000. All stockholders will then be entitled to equal benefits and privileges. The new organization will be represented in a new Board of Directors consisting of Grinnell Burt, John H. Brown, R. Wanner, James Burt, W. O. Shelden, Homer Ramsdell, John L. Walling, D. S. Halstead, H. B. DeKay, Ezra Sagar-

ford, C. H. Demarest, J. C. Houston and B. C. Welling. The officers are: Grinnell Burt, President; James Burt, Vice President; C. H. Demarest, Secretary; Thomas Burt, Treasurer.

The consolidated line from Greycourt to McAfee, will be 22 miles long, 14½ miles of which will be in the State of New York, and 7½ miles in the State of New Jersey. Eleven miles of the track of the extension is now laid between McAfee and Warwick, leaving a gap of one-half mile at the village of Warwick, to complete the connection between the old line and the new, which will be laid in a few days, thereby giving an all rail connection between the Hudson and the Delaware Rivers, a consummation of that which has been looked forward to, for the past thirty years. The road will be opened for business the 1st of April, at least so far as the milk traffic may require. Regular schedule trains will probably be placed on the road about the middle of April. The early completion of this line is stimulating an active interest in the iron ore trade, that will avail itself of the privileges of this new outlet to the furnaces of Northern New Jersey, and the Lehigh Valley. The Centennial Mine is now mining ore ready for shipment. The Thomas Iron Company is getting its machinery on the ground preparatory to extensive mining operations early in the spring. Mr. Isaac Taylor has been erecting steam pumps and hoisting works at his mine, and will commence raising ore in the course of a few days. Mr. M. F. Ten Eyck has opened ready for work one or two very fine veins of ore. The Layton Mine is sinking shafts, it is said, with excellent prospects of large deposits. Several other mines are being opened with flattering prospects. The company has contracted for its depots which are very neat and tasteful, (the plan being prepared by a New York architect.) The entire exterior to be covered with California red wood shingles. Early in April active operations will be resumed, with a view of completing the branch line from Warwick to the Iron Mines. When all these varied iron industries are in full blast, it is safe to say that new life will be infused in every channel of business along the line of the Warwick Valley Railroad.

New steel works are to be erected in Chicago at a cost, including 75 acres of land, of \$2,000,000. The new establishment is to be completed within a year, and will consist of four blast furnaces, Bessemer converting works and steel rail mills. It will employ 2000 men, consume 250,000 tons of ore per year, and turn out 90,000 tons of rails.

J. H. Sternbergh, Bolt Manufacturer, Reading, Pa., has recently got a siding into his works, and is having erected one of Riehle Bros., Standard Railroad Track Scales of 80,000 lbs., capacity.

The scheme for uniting by canal the German Ocean and the Baltic Sea has so far matured that Herr Dalstrom, a Hamburg engineer, has been furnished with a concession to commence the preparatory operations.

Gen. Adna Anderson, formerly Receiver of the Chicago, Danville and Vincennes Railroad Company, has been appointed Chief Engineer of the Northern Pacific Railroad Company.

The Delaware Division Canal Company have declared a dividend of \$7.50 per share, payable in scrip of the Lehigh Coal and Navigation Company, deliverable on the 20th of March.

The officers of the St. Louis and San Francisco Railroad Company, elected on the 18th inst., are: E. F. Winslow, President; James D. Flaherty, Vice President; Calvin Littlefield, Secretary and

Treasurer, and C. W. Rogers, General Manager and Superintendent. The directors are: Jas. D. Fish, Jesse Seligman, Fred Butterfield, Calvin Littlefield, E. D. Adams, A. W. Nickerson, Wm. F. Buckley, E. F. Winslow, Alden Speare, Francis B. Hays, Walter L. Frost, James Baker, Ozias Bailey.

Western Union Telegraph Company.

In the report presented by the Executive Committee at the last Quarterly Meeting of the Board, held December 10, 1879, the net profits for the quarter ending December 31 (November being partially and December wholly estimated), were stated at \$1,475,841 21.

The official returns for the quarter (ended December 31) showed the profits to be \$1,529,169 91, or \$53,328 70 more than the estimate.

The following revised statement based upon complete returns, will show the condition of the company at the close of the quarter ended December 31, 1879:

Surplus October 1, 1879, as per last quarterly report.....\$1,143,873 14
Net profits quarter ended December 31, 1879.....1,529,169 91

\$2,673,043 05

From which deducting—

Dividend of $1\frac{3}{4}$ per cent,
paid January 15, 1880.....\$717,761 25
Extra dividend of 1 per
cent, paid same date.....410,035 00
Interest on bonded debt.....107,425 89
Sinking Fund appropriations.....20,000 00
Construction account.....256,468 72
Purchase of Telegraph
Stocks, Patents, etc.....53,824 68

1,565,115 54

Leaves a surplus, January 1, 1880 of.....\$1,107,927 51

The net profits for the quarter ending March 31, instant, based upon official returns for January, nearly complete returns for February, and estimating the business for March (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company, under existing agreements), will be about.....\$1,325,071 41
Add surplus, January 1, as above.....1,107,927 51

\$2,432,998 92

From which appropriating—

Interest on bonded debt.....\$107,200 00
Construction.....150,000 00
Sinking Fund appropriations.....20,000 00
Patents.....275,000 00
Real estate.....45,000 00
Sundries.....10,000 00

607,200 00

Leaves a balance of.....\$1,825,798 92

A dividend of $1\frac{3}{4}$ per cent requires.....717,560 00

Deducting which, leaves surplus,
after paying dividend of.....\$1,108,238 92

In view of the preceding statements, the Committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the three months ending March 31, be, and is hereby declared payable on the 15th day of April next, to stockholders of record, at the close of business on the 20th day March, instant.

Resolved, That for the purpose of such dividend the stock books of the company be closed

at three o'clock on the afternoon of the 20th of March, instant, and be reopened on the morning of the 16th of April next.

Respectfully submitted,

NORVIN GREEN, President.
New York, March 10, 1880.

Atlanta and Charlotte Air Line Railway.

At the recent annual meeting in this city of the Stockholders of the Atlanta and Charlotte Air Line Railway Company, the following were chosen directors; Eugene Kelly, Richard Irvin, Jr., P. P. Dickinson, Belden R. McAlpine, Francis Smith, Abram S. Hewitt, William H. Fogg, William A. Hadden, Hiram W. Sibley and William B. Isham, New York; Hiram Sibley, Rochester, N. Y., and S. Wilmer, Baltimore, Md. The only important change in the board is that of W. A. Hadden in place of F. P. Clark, of Baltimore, who has disposed of his interest in the road. Richard Irvin, Jr., another new member, takes the place of his brother, Alexander P. Irvin. From the report which was presented it appears that the gross earnings were \$777,398.49, and the operating expenses, including fixed charges, &c., \$525,677.64, leaving net \$251,620.85, but of this there was paid for construction, \$34,714.41; for equipment \$12,900.11, and for interest on preferred bonds, \$35,000, making the balance to income account \$119,008.33. The balance on hand Jan. 1, 1879, was \$34,842.60, which added to the other made a balance on Jan. 1, 1880, of \$153,845.93. There will be due for interest on July 1, on \$1,250,000 of bonds, \$175,000, which the company expects to be able to pay. Next month \$17,500 additional will fall due on preferred bonds, but this sum the company has already on hand outside of the amount previously noted.

The Virginia Legislature has adopted a joint resolution providing that the Riddlehager debt bill (vetoed) and the bill known as the Ross Hamilton substitute (rejected by the House) shall be submitted to the people in November next for a vote thereon, in order to decide which of the two measures is most acceptable. The Hamilton substitute fixes the rate of interest at 3 per cent, and the principal at about \$34,000,000.

The directors of the Strawberry Hill and Nantasket Beach Railroad Company, recently elected, are: Eben D. Jordan, Charles Marsh, Wm. H. Long, W. Dexter Wiswall and Wm. F. Shedd. The officers are: Eben D. Jordan, President; George D. Clark, Treasurer; F. W. Suong, Clerk. The company expects to have the road in operation by June 15.

Chicago dispatches say that the Chicago and Northwestern Railway Company has decided to build branches and extensions during the summer aggregating 265 miles, the greater portion in Dakota Territory. The company has also ordered 800 new cars to be used for transporting iron ore from the Lake Superior mines.

The organization of the East Florida Railroad Company is announced, making the last link in the proposed short road between Jacksonville and Savannah, reducing the time from New York to Jacksonville to 40 hours, against 60 at present.

Articles of incorporation have been filed with the Secretary of State of Ohio of the Dayton and Southwestern Railroad Company, termin-

Dayton and College Corner, in Preble county; capital, \$100,000 by James Applegate and others.

Wharton Switch Co.

The Wharton Railroad Switch Company's works are on Washington avenue, between Twenty-third and Twenty-fourth streets, West Philadelphia. The company has been established twelve years. They manufacture patent railroad switches, frogs and crossings and other railroad supplies, also building of architectural and engineering iron work. The full complement of 150 hands is now employed, they receiving an advance of ten per cent over the wages paid them a year ago. Upwards of 2,000 tons of iron and steel were used in the works last year, but in consequence of the great activity in their business they are using at the rate of 4,000 tons the present year.

At the south-east corner of Twenty-fifth street and Washington avenue William Wharton, Jr., carries on the business of manufacturing patented passenger railroad switches and crossings, rolled Bessemer steel grooved rails for street railways, etc., where he has been established for ten years past. He is the patentee of the above mentioned street rails and curves, which are sent to all parts of the world, consignments having been made to Bombay, India, and goods are constantly being shipped to all parts of South America. Business is very good at present; 36 hands, the full number are employed at satisfactory wages.

The Bodie Standard says that the New York parties who own and built the Battle Mountain and Austin road own valuable mining property at Silver Peak, and surveyed a route for the road to Columbus during the winter. These parties are Samuel J. Tilden & Co., but Tilden's name is kept in the background.

Articles of association have been filed in the Secretary of State's office at Trenton, N. J., for a railroad from Sea Girt to Point Pleasant. The directors are Francis S. Lathrop, Anthony Rockless, Benjamin Williamson, Henry S. Little, William T. Tillinghast, Robert W. Forest and James Moore.

The Little Chief Mining Company has declared its second monthly dividend of one per cent, or fifty cents per share, out of the second month's net earnings, amounting to one hundred thousand dollars on a capital stock of ten million dollars, payable on the 25th inst. at the Central Trust Company's.

The Homestake Mining Company has declared its regular monthly dividend (No. 15) of 30 cents per share for February, payable on the 25th inst. at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway.

The proposals for the building of the Cambria and Somerset Railroad published elsewhere, will close on Thursday next. A large number of bids from capitalists are said to be already in the hands of President Donnelly.

The veto message of Gov. Holliday has been sustained in the Senate of Virginia, the attempt to pass the Riddlehager readjustment bill over the veto failing by a vote of 19 to 16. The matter can hardly come up again in any shape in the Legislature before December, 1881.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....100	18,500,000	J. & J.	Jan. '80	Louisville, Cin. and Lex.....50	1,622,488	J. & J.	July '79	Ware River.....100	776,000	J. & J.	Jan. '80
Ashuelot.....100	210,000	quarterly	Oct. '79	Louisville & Nashville.....100	9,052,950	F. & A.	Feb. '80	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '79
Atch. Top. & Santa Fe.....100	10,430,000	Feb. '80	Feb. '80	Louisville, N. Alb. & Chi.....100	8,000,000	J. & D.	Dec. '79	Warwick Valley.....100	225,000	J. & J.	Jan. '80
Atlanta and West Point.....100	1,232,000	J. & J.	July '79	Lowell and Andover.....100	500,000	J. & J.	Jan. '80	Westchester & Phil. pref.....100	821,300	J. & J.	Jan. '80
Atlanta and St. Law.....100	5,000,000	M. & S.	Mar. '80	Lowell and Lawrence.....100	300,000	A. & O.	Apr. '78	West Jersey.....100	1,554,750	F. & A.	Nov. '79
Augusta and Savannah.....100	1,022,000	J. & D.	Jan. '79	Lykens Valley.....100	600,000	F. & A.	Feb. '79	Wilmington & Weldon.....100	1,453,200	J. & D.	Nov. '79
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78	Manchester and Law.....100	1,000,000	M. & N.	Nov. '79	Winchester & Potomac.....100	180,000	J. & J.	Jan. '79
Baltimore and Ohio.....100	14,216,800	M. & N.	Nov. '79	Marquette & Cincinnati.....50	1,405,912	—	—	Winchester & Strasburg.....100	600,000	J. & J.	Jan. '80
pref.....100	4,599,518	J. & J.	Jan. '80	" 1st pref. 50	8,130,719	M. & S.	Sep. '66	Worcester and Nashua.....75	1,782,900	J. & J.	July '76
Washington Br.....100	1,650,000	A. & O.	Oct. '79	" 2d pref. 50	4,400,368	M. & S.	Sep. '66				
Berkshire.....100	600,000	quarterly	Apr. '79	Massachusetts.....100	400,000	F. & A.	Feb. '80				
Boston and Albany.....100	30,000,000	M. & N.	Nov. '79	Memphis & Charleston.....25	5,812,725	J. & D.	Jan. '80				
Bos. Cin. & N. Bod.....100	1,297,600	—	—	Metropolitan Elevated.....100	6,600,000	quarterly	Jan. '80				
pref.....100	1,750,100	—	—	Michigan Central.....100	18,738,304	F. & A.	Feb. '80				
Agricultural Br. guar.....100	60,000	J. & D.	June '78	Middlesex Central.....100	2,136 shs	F. & A.	Feb. '80				
Boat, Conco. & Mont. pref.....100	800,000	M. & N.	Nov. '79	Mill Creek & Minehill.....50	322,374	J. & J.	Jan. '80				
Boston and Lowell.....100	2,350,000	J. & J.	Jan. '80	M. Hill & Schuyll. Hav. 50	3,856,450	J. & J.	Jan. '80				
Boston and Maine.....100	6,921,274	M. & N.	Nov. '79	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80				
Boston and Providence.....100	4,000,000	M. & N.	Nov. '79	Morris and Essex.....50	15,000,000	J. & J.	Jan. '80				
Attleborough Branch.....100	131,700	J. & J.	Jan. '80	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	Jan. '80				
Boat, Revere B. & Lynn.....100	349,200	J. & J.	Jan. '80	Nashua and Lowell.....100	900,000	M. & N.	Nov. '79				
Buffalo, N. Y. and Erie.....100	960,000	J. & D.	Dec. '79	Nashua and Rochester.....100	1,305,800	A. & O.	Oct. '79				
Burl. & Mo. Riv. in Neb.....100	8,537,800	quarterly	Feb. '79	Nashua and Deane.....100	1,529,000	J. & D.	June '79				
Camden and Atlantic.....50	377,400	quarterly	Jan. '77	Nash. Chat. & St. Louis.....25	5,875,256	A. & O.	Oct. '79				
pref.....100	838,311	quarterly	Nov. '79	Naugatuck.....100	2,000,000	J. & J.	July '79				
Camden & Burl. Co.....100	381,925	J. & J.	Jan. '80	Nequaquoning Valley.....50	1,000,000	M. & S.	Mar. '80				
Orpe May and Millville.....50	447,000	J. & D.	June '79	N. Castle & Beaver Val. 50	1,500,000	quarterly	Oct. '79				
Catawissa.....50	1,150,000	Oct. 'ber	Oct. '79	N. Haven & Northamp.....100	605,000	quarterly	Oct. '79				
pref.....100	2,200,000	M. & N.	Nov. '79	New London Northern.....100	1,418,800	quarterly	Dec. '79				
" 2d pref.....50	1,000,000	M. & N.	Nov. '79	N.Y. Cen. & Hudson R.....100	89,423,300	quarterly	Apr. '80				
Cayuga and Susquehanna.....100	639,116	J. & J.	Jan. '80	New York and Harlem.....100	8,500,000	J. & J.	Jan. '80				
Cedar Rapids & Mo. R.....100	6,850,400	F. & A.	Feb. '80	pref.....100	1,500,000	J. & J.	Jan. '80				
Central of Georgia.....100	7,800,000	J. & D.	June '79	New York City Line.....100	2,000,000	annually	Apr. '80				
Central of New Jersey.....100	15,553,200	quarterly	Apr. '79	New York & Long Br.....100	2,000,000	quarterly	Apr. '80				
Central Ohio.....50	2,425,000	J. & J.	Jan. '80	New York Elevated.....100	6,000,000	quarterly	Jan. '80				
pref.....50	400,000	J. & J.	Jan. '80	N.Y. Lake Erie & West.....100	77,107,700	—	—				
Central Pacific.....100	54,275,500	—	—	pref.....100	8,149,700	J. & J.	Jan. '80				
Chemung.....100	380,000	quarterly	Jan. '80	N. Y., N. H. & Hartf.....100	15,500,000	J. & J.	Jan. '80				
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80	N. Y. Provid. & Boston.....100	3,000,000	quarterly	Feb. '79				
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80	Nig. Bridge & Oand.....100	1,000,000	J. & J.	Jan. '80				
pref.....100	2,435,400	M. & S.	Mar. '80	North Carolina.....100	4,000,000	M. & N.	Mar. '78				
Chicago, Burl. & Quincy.....100	29,928,200	M. & S.	Mar. '80	N. Eastern (S. C.) pref.....100	90,000	M. & N.	Nov. '77				
Chi. Cin. Dub. & Minn.....100	6,166,000	A. & O.	Apr. '79	North Pennsylvania.....50	4,527,150	quarterly	Feb. '80				
Chicago, Iowa & Neb.....100	3,916,300	J. & J.	Jan. '80	Northern Central.....50	5,812,000	A. & O.	Apr. '78				
Chi. Mil. and St. Paul.....100	18,404,261	A. & O.	Oct. '79	Northern N. Hamp.....100	2,088,400	J. & D.	Dec. '79				
pref.....100	12,279,483	A. & O.	Oct. '79	Northern New Jersey.....100	1,000,000	J. & J.	July '79				
Chicago & N. Western.....100	14,988,897	J. & D.	Dec. '79	Norwich & Worcester.....100	2,604,400	J. & J.	July '79				
pref.....100	22,025,608	quarterly	Mar. '80	Ogden & L. Champ.....100	3,077,000	J. & J.	July '79				
Chicago, R. I. & Pacific.....100	30,900,000	quarterly	Feb. '80	Ohio & Mississippi.....100	20,000,000	quarterly	Mar. '79				
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Apr. '79	Old Colony.....100	4,030,000	J. & D.	Jan. '80				
Cin. Sand. & Cleve. pref.....50	429,037	M. & N.	Nov. '79	Oswego and Syracuse.....100	6,738,800	F. & A.	Feb. '80				
Clev. Col. Cin. & Ind.....100	14,991,800	F. & A.	Feb. '80	Panama.....100	7,000,000	quarterly	Feb. '80				
Cleveland & Mahoning.....50	2,057,569	M. & N.	Nov. '79	Patterson and Hudson.....100	832,000	J. & J.	Jan. '80				
Cleveland & Pittsburgh.....50	11,236,150	quarterly	Mar. '80	Patterson and Newark.....100	250,000	J. & J.	Jan. '80				
Columbus and Xenia.....50	1,786,200	M. J. S. D.	Mar. '80	Patterson and Ramapo.....100	248,000	J. & J.	Jan. '80				
Colum. & Hooking Val.....100	2,500,000	F. & A.	Feb. '80	Pemb. & Hightstown.....50	342,150	J. & J.	July '79				
Concord.....100	1,500,000	M. & N.	Nov. '79	Pennsylvania.....50	68,870,200	M. & N.	Nov. '79				
Concord and Ports.....100	350,000	J. & D.	Dec. '79	Peoria & Bureau Val.....100	1,300,000	F. & A.	Feb. '80				
Conn. & Passump. Riv.....100	2,176,700	F. & A.	Feb. '80	Philadelphia and Erie.....50	9,004,800	J. & J.	Jan. '80				
Connecticut River.....100	2,100,000	J. & J.	Jan. '80	pref.....50	2,400,000	M. J. S. D.	Mar. '80				
Cumberland Valley.....50	1,392,950	A. & O.	Oct. '79	Phil. Ger. & Norristown.....50	1,826,250	quarterly	July '79				
1st pref.....50	241,900	A. & O.	Oct. '79	Philadelphia & Reading.....50	32,726,375	quarterly	July '79				
2d pref.....50	245,000	A. & O.	Oct. '79	pref.....50	1,551,800	quarterly	Jan. '80				
Danbury and Newfal.....50	600,000	quarterly	Apr. '79	Phila. and Trenton.....100	1,259,100	quarterly	Jan. '80				
Dayton & Michigan.....50	2,401,525	A. & O.	Oct. '79	Phila. Wil. & Balt.....50	11,572,760	J. & J.	Jan. '80				
pref.....50	1,281,200	quarterly	Jan. '80	Pittab. Ft. W. & Chi.....100	18,714,285	quarterly	Jan. '80				
Delaware.....50	1,250,980	J. & J.	Jan. '80	Special Imp.....100	5,504,300	quarterly	Jan. '80				
Del. & Bound Brook.....100	1,500,000	J. & J.	Feb. '80	Pittsfield & N. Adams.....100	460,000	J. & J.	Jan. '80				
Del. Lackaw. & West.....50	25,299,000	quarterly	July '79	Portl. Saco & Portland.....100	1,500,000	J. & J.	Jan. '80				
Del. & West.....100	1,874,000	annually	Feb. '80	Profile and Franconia.....100	2,000,000	J. & J.	Jan. '80				
Detroit, Lans. & Nor.....100	2,803,800	F. & A.	Feb. '80	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '80				
pref.....100	5,000,000	A. & O.	Apr. '80	Republican Valley.....100	855,000	quarterly	Jan. '80				
Dubuque & Sioux City.....100	1,209,200	J. & J.	Jan. '80	Rensselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '80				
East Pennsylvania.....50	392,950	J. & J.	Jan. '80	Rhode Island & Mass.....100	175,575	J. & J.	Nov. '79				
East Tenn. Va. & Ga.....100	1,968,274	J. & J.	May '79	Richmond & Petersb.....100	1,008,000	J. & J.	Jan. '80				
Eastern (Mass.).....100	4,997,600	J. & J.	July '79	Roch. & Genesee Val.....110	556,200	J. & J.	Jan. '79				
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79	Rome, Water. and Ogd.....100	2,998,900	J. & J.	July '79				
Eel River.....100	3,000,000	—	—	Rutland preferred.....100	4,168,700	F. & A.	Feb. '79				
Elmira, Jof. & Canand.....100	800,000	Sept.	Sept. '79	St. L. Alb. & T. Haute.....100	2,300,000	—	—				
Elmira & Williamsport.....100	800,000	M. & N.	Nov. '79	pref.....100	2,464,400	F. & A.	Feb. '78				
pref.....100	800,000	J. & J.	Jan. '80	St. L. L. Mt. & South.....100	14,248,950	F. & A.	Feb. '78				
Erie and Pittsburgh.....100	1,000,250	J. & J.	Dec. '79	St. Paul and Sioux City.....100	4,900,000	—	—				
Fitchburg.....100	4,500,000	J. and J.	Jan. '80	pref.....100	4,900,000	—	—				
Frankfort and Kokomp.....100	600,000	—	—	Salem and Lowell.....100	2,438,050	M. & S.	Mar. '80				
Georgia.....100	4,200,000	J. and D.	Dec. '78	Schuyllkill Valley.....100	578,050	J. & J.	Jan. '80				
Han. June, Han. & Get.....100	116,880	M. & N.	Nov. '79	Seaboard and Roanoke.....100	1,151,400	M. & N.	Nov. '79				
Harrisburg & Lancaster.....50	1,182,500	J. & J.	Jan. '80	Shamokin V. & Pottav.....50	809,450	F. & A.	Feb. '80				
Houston, pref.....100	1,180,000	quarterly	Jan. '80	Shore Line.....100	995,900	J. & J.	Jan. '80				
Illinois Central.....100	20,000,000	M. & S.	Mar. '80	Sioux C. & Pacific pref.....100	109,000	A. & O.	Oct. '79				
Iowa Falls & Sioux City.....100	4,425,000	quarterly	Dec. '79	South Branch (N. J.).....100	458,800	J. & J.	July '79				
Iowa Railroad Land Co.....100	7,730,000	quarterly	Feb. '80	South Western (Ga.).....100	3,892,300	J. & D.	Jan. '80				
Jo. & Mo. Northern.....100	6,000,000	quarterly	Feb. '80	Stockbridge and Pitta.....100	448,700	J. & J.	July '79				
Jefferson, Mad. & Ind.....100	2,000,000	quarterly	Dec. '79	Stony Brook.....100	367,800	M. & N.	Nov. '78				
John and Chicago.....100	1,500,000	quarterly	Dec. '79	Summit Branch.....50	412,000	F. & A.	Feb. '78				
John. City, Top. & West.....100	2,250,000	F. & A.	Feb. '80	Sussex (N. J.).....100	317,850	J. & J.	Jan. '79				
Kentucky Central.....100	4,500,000	J. & D.	June '78	Syr. Bingham. & N. Y.....100	2,004,000	J. & D.	Aug. '79				
pref.....100	800,000	F. & A.	Feb. '80	Terre Haute & Indiana.....100	1,988,150	F. & A.	Feb. '80				
Lake Shore & Mich.....100	49,400,000	F. & A.	Feb. '80	Troy and Boston.....100	1,600,000	F. & A.	Feb. '78				
pref.....100	825,000	—	—	Union Pacific.....100	30,745,000	quarterly	Apr. '80				
Lafayette.....100	450,000	quarterly	Apr. '80	United C. of N. J.....100	19,890,000	quarterly	Jan. '80				
Loh. N. Valley.....50	27,232,552	quarterly	Apr. '80	Utica, Chenango & S. V.....100	4,000,000	M. & N.	May '79				
pref.....50	108,300	quarterly	Apr. '80	Utica and Black River.....100	1,900,000	J. & J.	Mar. '79				
Lt. Miami.....50	5,871,450	quarterly	Mar. '80	Vermont and Mass.....100	3,070,000	A. & O.					

RAILROAD EARNINGS—MONTHLY

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Atchison, Top. & San. Fe:													
1876	117,417	144,132	180,346	197,996	219,370	186,641	198,851	248,138	265,593	297,958	325,793	204,447	2,486,568
1877	134,564	136,350	189,130	200,681	189,916	186,731	187,142	355,572	281,414	342,832	335,678	246,778	2,679,106
1878	174,588	164,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,593	340,932	3,950,868
1879	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	719,000	654,500	586,500	6,334,000
1880	473,500	444,000											
Burlington, Cedar Rapids and Northern:													
1877	73,964	68,094	73,194	73,435	71,605	69,357	73,309	113,635	194,226	171,633	138,935	129,554	1,249,880
1878	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879	117,369	97,277	111,924	100,139	116,950	110,179	107,990	123,827	154,795	171,524	147,785	176,204	1,534,949
1880	184,316	165,170											
Central Pacific:													
1876	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,976	1,888,066	1,675,532	1,424,317	18,146,944
1877	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878	1,110,988	960,529	1,229,592	1,529,254	1,590,899	1,393,851	1,539,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,601,451
1879	1,069,166	1,056,691	1,320,346	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880	1,223,000	1,038,000											
Chicago and Alton:													
1876	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,556,764
1877	305,597	346,850	355,537	364,000	423,645	451,083	403,671	510,795	534,944	532,869	367,898	374,351	4,960,529
1878	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,798	480,933	445,597	391,616	316,799	4,464,343
1879	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1880	343,737	307,360	344,375	339,118	410,446	442,753	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880	502,285	459,543											
Chicago and Northwestern:													
1876	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	996,859	12,631,174
1877	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	18,793,602
1878	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,523,653
1879	1,009,000	899,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,587,000	1,312,300	16,084,778
1880	1,135,000	1,153,800											
Chicago, Burl. & Quincy:													
1877	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,307	1,382,123	1,368,349	1,296,089	1,070,525	14,113,603
1879	1,105,098	892,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,438,167	14,568,954
1880	1,200,238												
Chicago, Mil. & St. Paul:													
1876	527,546	517,112	567,644	650,961	819,562	877,693	686,270	569,775	645,831	817,359	765,230	610,288	8,054,171
1877	375,554	403,822	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,037	669,921	8,114,894
1878	705,965	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,213	716,513	8,451,768
1879	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
1880	763,000	739,000											
Clev., Col., Cin. & Ind.:													
1877	229,368	252,245	257,214	292,778	291,463	287,131	226,990	355,271	321,367	335,975	297,056	287,459	3,434,356
1878	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,523,714
1879	287,942	296,386											
1880	392,632	375,619											
Hannibal & St. Joseph:													
1877	122,796	132,961	167,217	186,966	162,719	165,449	129,781	194,210	211,917	220,000	174,749	136,492	2,014,867
1878	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,232	231,169	222,720	207,918	178,567	2,045,450
1879	137,047	137,033	190,134	158,578	131,777	100,969	96,077	129,660	177,159	238,411	188,466	197,115	1,936,528
1880	169,320	157,566											
Illinois Central:													
1876	553,574	577,702	580,004	530,369	606,134	666,125	494,599	600,179	616,292	707,988	575,306	539,867	7,040,969
1877	460,656	459,123	477,102	430,557	464,533	482,162	474,066	666,609	791,512	791,912	597,060	544,543	6,639,845
1878	624,659	511,366	536,409	533,838	603,527	552,706	568,031	675,889	630,336	654,840	625,201	589,212	7,111,800
1879	580,192	466,921	532,160	492,591	575,461	590,578	573,250	601,977	735,066	807,659	631,343	656,065	7,234,464
1880	536,657	552,811											
Lake Shore & Mich. South'n:													
1876	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,393,487	1,375,955	1,280,371	14,434,199
1877	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1878	885,948	980,970	1,193,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,329,509	13,506,159
1879	1,270,143	1,077,543	1,171,838	1,067,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1880													
Mo., Kan. & Texas:													
1877	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	399,531	374,184	256,021	3,174,320
1878	217,029	181,118	236,546	206,757	206,757	207,614	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	330,028	3,343,373
1880	367,327	326,306											
New York, Lake Erie & Western:													
1877	1,052,713	1,039,300	3,262,727	1,290,980	1,234,095	1,233,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,344	16,509,421
1880	1,296,181												
Northern Central:													
1879	265,003												
1880	334,494												
Philadelphia and Reading:													
1876	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,773	1,227,469	1,386,199	1,166,629	793,106	12,082,586
1877	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,659	1,206,434	12,556,239
1878	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,241
1880	1,239,177												
St. Louis, I. Mt. & South'n:													
1877	377,203	352,407	350,778	297,903	293,686	274,164	277,320	374,165	421,605	510,812	459,075	526,304	4,500,422
1878	375,521	341,318	344,199	293,101	270,320	254,749	299,161	248,534	409,819	593,993	535,411	468,195	4,514,321
1879	334,029	339,161	352,580	314,210	303,228	281,920	334,800	409,100	587,337	713,200	656,195	6	

THE AMERICAN RAILROAD JOURNAL NATIONAL AND STATE SECURITIES.

National Securities, Mar. 1, 1880.				Marked (*) signifies "interest not paid."				Maryland (continued):				
Amounts outstanding.	Rate.	Payable.	When Payable.	Marked (*) signifies "interest not paid."	Amounts outstanding.	Rate.	Payable.	When Payable.	Marked (*) signifies "interest not paid."	Amounts outstanding.	Rate.	
Loan of June 14, 1858.....registered	5	Jan. & July.	1874	1874	State Loans (10-15 year) 1872 to 1875...	5	Jan. & July.	1880-89	1880	696,000	5	
Loan of February 2, 1861.....registered	6	Jan. & July.	1880	1880	Massachusetts—(\$31,889,430):	5	Jan. & July.	1883	1883		5	
Oregon War Bonds of March 2, 1861.....coupon	6	Jan. & July.	1881	1881	Defenses and Bounty (1863) loans, gold.	5	Jan. & July.	1883	1883	1,088,000	5	
Loan of July 17, and Aug. 5, 1861.....registered	6	Jan. & July.	1881	1881	Defenses and Bounty (1864) loans, stg.	5	May & Nov.	1894	1104	8,393,244	5	
Loan of March 2, 1863.....registered	6	Jan. & July.	1881	1881	War Loan, (1869) stg.	5	Jan. & July.	1889	1889	6,873,453	5	
Loan of March 2, 1864.....(10-40s).....registered	6	Jan. & July.	1881	1881	Troy & Greenfield R.R. bonds, '58 to '68.	5	April & Oct.	1891-96	1891-96	7,056,130	5	
Loan of March 2, 1865.....(5-20s).....registered	6	Jan. & July.	1881	1881	Troy & Green. R. R. bonds, 1871 to '75.	5	Jan. & July.	1890	1890	200,000	5	
Loan of March 2, 1866.....(5-20s).....registered	6	Jan. & July.	1881	1881	Southern Verm. R. R. bonds, 1890, gold	5	Jan. & July.	1890	1890	2,599,021	5	
Loan of March 2, 1867.....(5-20s).....registered	6	Jan. & July.	1881	1881	B. H. & Erie R. R. Loan, 1868 and 1869.	5	May & Nov.	1880	1880	230,000	5	
Loan of March 2, 1868.....(5-20s).....registered	6	Jan. & July.	1881	1881	Back Bay Land bonds, 1861 and 1862.	5	Jan. & July.	1880	1880	700,000	5	
Loan of March 2, 1869.....(5-20s).....registered	6	Jan. & July.	1881	1881	Harbor Improv. (5-20) bonds, 1874 & '76	5	Various.	1894-96	1894-96	3,742,280	5	
Loan of March 2, 1870.....(5-20s).....registered	6	Jan. & July.	1881	1881	State Institution bonds, 1874 to 1877 gld.	5					5	
Loan of March 2, 1871.....(5-20s).....registered	6	Jan. & July.	1881	1881	Michigan—(\$826,000):	5					5	
Loan of March 2, 1872.....(5-20s).....registered	6	Jan. & July.	1881	1881	Two Million Loan bonds, 1863.....	6	Jan. and July.	1883	1883	591,000	6	
Loan of March 2, 1873.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Bounty Loan bonds, 1865.....	6	May & Nov.	1890	1890	290,000	6	
Loan of March 2, 1874.....(5-20s).....registered	6	Jan. & July.	1881	1881	Minnesota—(\$2,575,000):	7	Jan. & July.	1890-93	1890-93	3,000,000	7	
Loan of March 2, 1875.....(5-20s).....registered	6	Jan. & July.	1881	1881	State Buildings Loan bonds, 1869 & 1873.	7	June and Dec.	1887	1887	2,275,003	7	
Loan of March 2, 1876.....(5-20s).....registered	6	Jan. & July.	1881	1881	Railroad (1868) Loans.....	7					7	
Loan of March 2, 1877.....(5-20s).....registered	6	Jan. & July.	1881	1881	Missouri—(\$19,817,000):	6	Jan. & July.	1883	1883	439,000	6	
Loan of March 2, 1878.....(5-20s).....registered	6	Jan. & July.	1881	1881	State Debt, Proper, 1865 and 1866.....	6	"	"	1888	109	2,727,000	6
Loan of March 2, 1879.....(5-20s).....registered	6	Jan. & July.	1881	1881	Consolidation bonds, 1868.....	6	"	"	1892	104	401,000	6
Loan of March 2, 1880.....(5-20s).....registered	6	Jan. & July.	1881	1881	State Institutions, etc. bonds, 1872 to '74	6	"	"	1894	110	1,104,000	6
Loan of March 2, 1881.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding Bonds, 1874.....	6	"	"	1897-98	106	1,350,000	6
Loan of March 2, 1882.....(5-20s).....registered	6	Jan. & July.	1881	1881	R. R. new (Act, March 29, 1875).....	6	"	"	1899-90	109	7,796,000	6
Loan of March 2, 1883.....(5-20s).....registered	6	Jan. & July.	1881	1881	Railroad Aid (1864-1869) Bonds.....	6	"	"	1879-90	109	5,000,000	6
Loan of March 2, 1884.....(5-20s).....registered	6	Jan. & July.	1881	1881	Han. & St. Jo. R. R. Loans (& renewals)	6	"	"	1879-90	109	5,000,000	6
Loan of March 2, 1885.....(5-20s).....registered	6	Jan. & July.	1881	1881	Nebraska—(\$549,267):	8	April & Oct.	1897	1897	549,267	8	
Loan of March 2, 1886.....(5-20s).....registered	6	Jan. & July.	1881	1881	State (Act Feb. 7, 1877) bonds.....	8					8	
Loan of March 2, 1887.....(5-20s).....registered	6	Jan. & July.	1881	1881	Nevada—(\$540,000):	10	Various.	1881-82	1881-82	160,000	10	
Loan of March 2, 1888.....(5-20s).....registered	6	Jan. & July.	1881	1881	State Bonds, 1871.....	10	Mar. & Sept.	1887	1887	880,000	10	
Loan of March 2, 1889.....(5-20s).....registered	6	Jan. & July.	1881	1881	Territorial bonds, 1877.....	10					10	
Loan of March 2, 1890.....(5-20s).....registered	6	Jan. & July.	1881	1881	New Hampshire—(\$3,573,550):	6	Jan. & July.	1884-89	1119	600,000	6	
Loan of March 2, 1891.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Loan Bonds, 1864.....	6	"	"	1890-93	115	2,206,100	6
Loan of March 2, 1892.....(5-20s).....registered	6	Jan. & July.	1881	1881	Municipal Equalization bonds, 1872.....	6	"	"	1890-93	115	500,000	6
Loan of March 2, 1893.....(5-20s).....registered	6	Jan. & July.	1881	1881	State bonds, 1873.....	6	"	"	1890-93	115	500,000	6
Loan of March 2, 1894.....(5-20s).....registered	6	Jan. & July.	1881	1881	New Jersey—(\$2,076,300):	6	Jan. & July.	1880-93	115	1,500,900	6	
Loan of March 2, 1895.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Loan (tax free) bonds, 1861-1863.....	6	"	"	1890-93	115	595,400	6
Loan of March 2, 1896.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Loan (taxable) bonds, 1864.....	6	"	"	1890-93	115	595,400	6
Loan of March 2, 1897.....(5-20s).....registered	6	Jan. & July.	1881	1881	Canal Stock (1872-75) registered.....	6	Jan. & July.	1883-93	115	7,276,000	6	
Loan of March 2, 1898.....(5-20s).....registered	6	Jan. & July.	1881	1881	Canal Stock (1874) registered.....	6	April & Oct.	1892	120	2,000,000	6	
Loan of March 2, 1899.....(5-20s).....registered	6	Jan. & July.	1881	1881	North Carolina—(\$24,098,845):	4					4	
Loan of March 2, 1900.....(5-20s).....registered	6	Jan. & July.	1881	1881	Refunded (Act Feb. 1879) bonds.....	4					4	
Loan of March 2, 1901.....(5-20s).....registered	6	Jan. & July.	1881	1881	Railroad & Improvement (old) bonds.	4	J. A. J. & O.	1879-93	294	5,378,200	4	
Loan of March 2, 1902.....(5-20s).....registered	6	Jan. & July.	1881	1881	Railroad & Improvement (new) bonds	4	"	"	1893-94	151	3,359,000	4
Loan of March 2, 1903.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding (new) bonds.....	4	"	"	1893-94	151	3,359,000	4
Loan of March 2, 1904.....(5-20s).....registered	6	Jan. & July.	1881	1881	Special tax bonds.....	4	April & Oct.	1898-99	5	11,386,000	4	
Loan of March 2, 1905.....(5-20s).....registered	6	Jan. & July.	1881	1881	Ohio—(\$5,472,640):	6	Jan. & July.	1881	103	4,072,640	6	
Loan of March 2, 1906.....(5-20s).....registered	6	Jan. & July.	1881	1881	Reg. (1860) Loans, pay. after Jan. '81..	6	"	"	1886	107	2,400,000	6
Loan of March 2, 1907.....(5-20s).....registered	6	Jan. & July.	1881	1881	Reg. (1866) Loans, pay. after Jan. '86..	6	"	"	1886	107	2,400,000	6
Loan of March 2, 1908.....(5-20s).....registered	6	Jan. & July.	1881	1881	Oregon—(\$317,491):	7	Jan. & July.	1880-84	1880-84	317,491	7	
Loan of March 2, 1909.....(5-20s).....registered	6	Jan. & July.	1881	1881	War, Bounty and Canal bonds.....	7					7	
Loan of March 2, 1910.....(5-20s).....registered	6	Jan. & July.	1881	1881	Pennsylvania—(\$25,288,350):	5	Feb. & Aug.	1902	1902	8,000,000	5	
Loan of March 2, 1911.....(5-20s).....registered	6	Jan. & July.	1881	1881	Registered bonds, 1877, tax free.....	5	"	"	1904	1904	2,000,000	5
Loan of March 2, 1912.....(5-20s).....registered	6	Jan. & July.	1881	1881	Registered (15-25 year) bonds, tax free.	5	Jan. & July.	1882	1882	472,000	5	
Loan of March 2, 1913.....(5-20s).....registered	6	Jan. & July.	1881	1881	Con. & Reg. (1852) bonds, part 41, gold.	5	Feb. & Aug.	1877-92	113	11,472,600	5	
Loan of March 2, 1914.....(5-20s).....registered	6	Jan. & July.	1881	1881	Registered stock (1867) Loan.....	5	"	"	1877-92	113	814,350	5
Loan of March 2, 1915.....(5-20s).....registered	6	Jan. & July.	1881	1881	Registered stock (1867) Loan.....	5					5	
Loan of March 2, 1916.....(5-20s).....registered	6	Jan. & July.	1881	1881	Rhode Island—(\$2,544,000):	6	Various.	1882-83	1882-83	1,175,000	6	
Loan of March 2, 1917.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Loan bonds, 1862 & 1863.....	6	Various.	1890-94	112	1,390,000	6	
Loan of March 2, 1918.....(5-20s).....registered	6	Jan. & July.	1881	1881	War Loan bonds, 1863 and 1864.....	6					6	
Loan of March 2, 1919.....(5-20s).....registered	6	Jan. & July.	1881	1881	South Carolina—(\$.....):	6	Jan. & July.	1877-86	1877-86	232,172	6	
Loan of March 2, 1920.....(5-20s).....registered	6	Jan. & July.	1881	1881	State House Stock (1856-61) gold.....	6	"	"	1871-80	1871-80	192,000	6
Loan of March 2, 1921.....(5-20s).....registered	6	Jan. & July.	1881	1881	State House bonds (1853-54).....	6	"	"	1879-97	16	238,933	6
Loan of March 2, 1922.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding bonds and stock (1866) gold.	6	"	"	1879-97	16	469,000	6
Loan of March 2, 1923.....(5-20s).....registered	6	Jan. & July.	1881	1881	Blue Ridge R. R. bonds (1864) gold.....	6	April & Oct.	1888	15	72,000	6	
Loan of March 2, 1924.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding bills receivable (1868) gold.....	6	"	"	1888	15	149,000	6
Loan of March 2, 1925.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funded interest (1868) gold.....	6	Jan. & July.	1888	13	242,350	6	
Loan of March 2, 1926.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funded Bank bills (1863) gold.....	6	"	"	1889	40	461,000	6
Loan of March 2, 1927.....(5-20s).....registered	6	Jan. & July.	1881	1881	Conv. stock and bonds (1869) gold	6	"	"	1889	40	18,000	6
Loan of March 2, 1928.....(5-20s).....registered	6	Jan. & July.	1881	1881	Land Commission bonds ('69-'79) gold	6	J. A. J. & O.	1868	1868	491,944	6	
Loan of March 2, 1929.....(5-20s).....registered	6	Jan. & July.	1881	1881	Fire Loan (1883) bonds, tg.....	6	"	"	1868	1868	151,780	6
Loan of March 2, 1930.....(5-20s).....registered	6	Jan. & July.	1881	1881	Fire Loan Stock, 1888, gold.....	6	Jan. & July.	1889	15	7,000	6	
Loan of March 2, 1931.....(5-20s).....registered	6	Jan. & July.	1881	1881	Relief (State Treasury) bonds, '8600.....	6	"	"	1883	1883	241,257	6
Loan of March 2, 1932.....(5-20s).....registered	6	Jan. & July.	1881	1881	Reduction Public Debt stock 1874.....	6	"	"	1893	1893	4,023,000	6
Loan of March 2, 1933.....(5-20s).....registered	6	Jan. & July.	1881	1881	Consolidated stock, 1873.....	6	"	"	1893	1893	149,254	6
Loan of March 2, 1934.....(5-20s).....registered	6	Jan. & July.	1881	1881	Consolidated stock, 1873.....	6	Various.	var.	var.	4,797,008	var	
Loan of March 2, 1935.....(5-20s).....registered	6	Jan. & July.	1881	1881	Railroad bond endorsements.....	6					6	
Loan of March 2, 1936.....(5-20s).....registered	6	Jan. & July.	1881	1881	Tennessee—(\$24,111,300):	6	Jan. & July.	1914	32	4,867,000	6	
Loan of March 2, 1937.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding (new) bonds, 1873, coupon.....	6	"	"	1875-90	32	14,655,000	6
Loan of March 2, 1938.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding (new) bonds, 1873, registered.	6	"	"	1875-90	32	292,300	6
Loan of March 2, 1939.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funding (new) bonds, 1873, registered	6					6	
Loan of March 2, 1940.....(5-20s).....registered	6	Jan. & July.	1881	1881	Texas—(\$4,950,974):	6	Various.	1891	1891	75,000	6	
Loan of March 2, 1941.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funded (1872) State Debt bonds.....	6	Mar. & Sept.	1911	1911	697,000	6	
Loan of March 2, 1942.....(5-20s).....registered	6	Jan. & July.	1881	1881	Frontier Defense, 1871, (20-40s), gold.....	6	Jan. & July.	1892	1892	500,000	6	
Loan of March 2, 1943.....(5-20s).....registered	6	Jan. & July.	1881	1881	Revenue Deficiency (gold) bonds, 1872.	6	"	"	1904	1904	1,000,000	6
Loan of March 2, 1944.....(5-20s).....registered	6	Jan. & July.	1881	1881	Funded debt bonds, 1874, (gold).....	6	"	"	1894	1894	1,353,000	6
Loan of March 2, 1945.....(5-20s).....registered	6	Jan. & July.	1881	1881	Veteran Pension (1874) bonds.....	6	"	"	1906	1906	1,654,900	6
Loan of March 2, 1946.....(5-20s).....registered	6	Jan. & July.	1881	1881	Redempti n bonds, 1876, gold.....	6					6	
Loan of March 2, 1947.....(5-20s).....registered	6	Jan. & July.	1881	1881	Vermont—(\$137,000):	6	June & Dec.	1890	1890			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds	Amount	Rate	Interest Payable		Due	Price	Description of Bonds	Amount	Rate	Interest Payable		Due	Price
			When	Where						When	Where		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage	940,000	7	Jan. & July	New York	1886	....	1st Mort. guar. by State (gold)	4,000,000	7	Jan. & July	Charleston	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.	5,200,000	8	Jan. & July	New York	1889	....	Currency bonds of Feb. 1, 1872	5,000,000	7	Feb. and Aug.	Boston	91-92	123
Receiver's Bonds	1,200,000	7	.....	"	.....	....	Loan of 1875	2,000,000	6	Jan. & July	"	1895	113
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July	New York	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July	Boston	1894	100
Alabama Central:							1st Mortgage (Equalization)	300,000	7	"	"	1899	....
1st Mortgage	1,800,000	8	Jan. & July	New York	1901	....	1st Mortgage (Consolidation)	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage	570,000	8	Apr. and Oct.	"	1881	....
1st Mortgage	1,000,000	7	Jan. & July	New York	1888	112	Boston, Concord and Montreal:						
2d Mortgage	2,000,000	7	April & Oct.	"	1885	110	Sinking Fund Mortgage	202,000	8	Jan. and July	Boston	1890	....
3d Mortgage	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000	1,224,000	7	Apr. and Oct.	Boston	1893	....
Albany Loan	983,800	6	"	"	1895	....	Consol. Mortgage for \$2,000,000	857,200	8	"	"	1890	....
Consol. M. (guar. by U. & H. Co.)	4,696,000	7	April & Oct.	"	1900	112	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston	1894	....
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia	1898	....	1st Mortgage (Berdell)	15,000,000	7	Jan. and July	New York	1900	57
Allegheny Valley:							1st Mortgage, guar. by Erie	8,000,000	7	"	"	1900	55
General Mortgage	3,967,000	7.5	Jan. & July	New York	1896	118	Mass. L. (ced'd by \$4,000,000 Ber.)	3,000,000	7	"	Boston	1899	....
Special Mortgage to Penn.	3,500,000	8	January	Harrisburg	.....	104	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	106	Bonds (Wharf Purchase)	200,000	8	Apr. and Oct.	Boston	1879	....
Funding Income (traffic guar.)	6,402,900	7	"	Pittsburg	1894	43	Bonds of 1872 for \$1,000,000	299,500	7	"	"	1882	....
American Central:							Bonds of 1875	600,000	7	Mar. and Sept.	"	1894	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July	New York	1878	....	Bonds of 1876	750,000	6	Jan. and July	"	1896	106
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July	Boston	92-94	120
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage	1,200,000	7	Jan. & July	Lond. or Ama.	1891	....	1st mortgage	500,000	7	Feb. and Aug.	New York	1903	....
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage	1,500,000	7	April & Oct.	New York	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July	Boston	1905	....
2d Mortgage, Income	400,000	7	Jan. and July	Pittsburg	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) and by Gal. tax fr.	3,330,000	6	Apr. and Oct.	New York	1901	....
1st Mortgage	1,125,000	7	March & Sept.	Boston	1903	108	2d Mort. sinking fund gold	2,350,000	7	"	"	1903	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold)	7,041,000	7	Jan. & July	New York	1899	116	General Mortgage	580,000	7	Jan. & July	New York	1906	....
Land Grant Mortgage (gold)	3,115,500	7	April & Oct.	Boston	1900	113	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July	"	1902	....	1st Mortgage	700,000	7	Jan. and July	New York	1898	....
Pottawatomie Land Grant	3,860,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold)	3,860,000	7	April & Oct.	"	1903	134	Mort. bonds (as'd by L. & M. S.)	200,000	7	Jan. and July	New York	1891	....
Land Income bonds	480,000	8	Jan. & July	Boston	....	108	Mort. bonds (" ")	300,000	7	March & Sept.	"	1898	....
Atlanta and Charlotte Air Line:							Mort. bonds (" ")	2,544,000	7	Apr. and Oct.	"	1898	118
1st Mortgage (registered)	4,250,000	7	Jan. & July	New York	1907	80	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage	1,000,000	6	.....	New York	1902	....
1st Mortgage (gold)	14,922,200	7	Jan. & July	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold)	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York	1915	123
3d Mortgage (gold) Income	23,788,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage	3,000,000	6	Jan. & July	New York	1899	....
Consolidated 1st Mortgage	2,310,200	7	Jan. & July	New York	1887	....	2d Mortgage for \$1,500,000	545,500	10	"	"	1899	....
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Norw.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage	6,800,000	8	June & Dec.	New York	1906	....
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)	150,000	7	Jan. & July	"	1911	....
1st Mort. (gold) for \$5,000,000	.....	7	Jan. & July	New York	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bos.	1899	114
1st Mortgage for \$15,000,000	5,470,000	7	April & Oct.	New York	1901	....	Stock (common) Bonds	.....	8	April & Oct.	N. Y. & Bos.	1879	....
2d Mort. to State (no int. till '80)	4,000,000	.....	.....	"	.....	....	Stock (common) Bonds	279,000	8	Jan. & July	"	1884	....
Atlantic and Pacific:							Stock (common) Bonds	370,500	8	"	"	1888	....
Land Mortgage gold bonds	2,829,000	6	Jan. & July	New York	1886	....	Burlington and Mo. Riv. in Neb.						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible	5,927,000	8	Jan. & July	N. Y. & Bos.	1894	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July	"	1898	....	Bonds convertible until 1897	370,000	8	"	Boston	1882	....
1st Mort. (Central Div.) gold	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage	7,600,400	6	"	Boston	1913	....
1st Mort. (Central Div.) L. G.	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile)	1,800,000	8	May & Nov.	Boston	1891	....
Income Bonds (for funding)	529,600	6	"	"	1883	....	Oairo and Fulton (Arkansas)						
Land Debentures	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (L.R. and lands) S.F.	8,000,000	7	Jan. & July	New York	1891	107
Atlantic and St. Lawrence:							Oairo and St. Louis (3 ft. gauge)						
Sterling bonds (not Mort.) of 1863	484,000	6	May & Nov.	London	1878	....	1st Mortgage	2,500,000	7	April & Oct.	New York	1901	....
2d Mortgage (sterling) of 1864	1,500,000	6	April & Oct.	"	1884	....	Oairo and Vincennes:						
3d Mortgage (sterling) of 1871	713,000	6	May & Nov.	"	1891	....	1st Mortgage, gold	3,500,000	7	April & Oct.	N. Y. & Lond.	1906	....
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland	1886	....	2d Mortgage	1,600,000	7	Jan. & July	"	1899	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage	384,000	8	Jan. & July	Philadelphia	1881	....	1st Mortgage, sinking fund	2,250,000	7	Jan. & July	New York	1889	....
2d Mortgage	100,000	7	"	"	1884	....	Extension, or 2d Mortgage	5,500,000	7	"	"	1890	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6	Jan. & July	.....	1891	....
Loan of 1860-80	579,500	6	Jan. & July	Baltimore	1880	104	Camden and Amboy:						
Loan of 1863-85	1,710,000	6	April & Oct.	"	1885	110	Loan of 1888	1,700,000	6	Feb. & Aug.	Philadelphia	1885	104
Loan of 1865-99 (Balt.) skg fd.	3,151,122	6	Jan. & July	"	1890	....	Loan of 1899	865,000	6	June & Dec.	Princeton	1899	105
Loan of 1870-96 (etc.) skg fund	3,273,956	6	March & Sept.	London	1895	....	Mortgage Loan of 1899	5,000,000	6	May & Nov.	Philadelphia	1899	111
Loan of 1872-1902 (etc.) S. F.	9,029,852	6	"	"	1902	....	Sterling Loan, S. F. (£250,000)	1,235,080	6	Feb. & Aug.	London	1890	....
Loan of 1874-1910 (etc.) S. F.	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage	490,000	7	Jan. & July	Philadelphia	1893	....
1st Mort. (Tunnel) gold guar.	1,500,000	6	Jan. & July	Baltimore	1911	....	2d Mortgage	.....	7	April & Oct.	"	1879	....
1st Mortgage (R. R.) gold guar.	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage	330,000	6	Feb. & Aug.	Philadelphia	1897	100
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd.) for \$2,000,000	9,000,000	7	Jan. & July	New York	1906	914
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July	Detroit	1896	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb. & Aug.	New York.	1891	111 1/2	2d Mort. (now 1st) guar. C. & N.W.	409,400	7	Jan. & July.	Boston.	1890	....
1st Mortgage 2d Div. \$10,000 p.m.	682,000	7	"	"	1894	111 1/2	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7 1/2	May & Nov.	"	1916	114 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7 1/2	"	"	1900	....
2d Mortgage Government's aid.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.).....	640,000	7	Feb. and Aug.	"	1891	....
General Mort. for \$5,000,000....	2,322,000	7	Jan. & July.	N.Y. & Savan.	1898	....	Consolidated Mortgage.....	12,000,000	6 1/2	"	"	1900	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
1st Mortgage, gold, \$16,000 p.m.	2,700,000	7 1/2	Jan. & July.	New York.	1899	115	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	926,000	7 1/2	April & Oct.	"	1901	60	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1890	....
Central of L. I. (Flush. N.C. & C.)	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	2,800,000	8	Jan. & July.	"	1890	....
Central of New Jersey:							1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
1st Mortgage.....	5,000,000	7	Feb. & Aug.	"	1890	116	Chicago, Milwaukee and St. Paul:						
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	112
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	108	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1908	110 1/2
Inc. bonds, reg., not cumulative	2,450,000	7 1/2	"	"	1908	88 1/2	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	"	"	1908	109 1/2
Consol. Mort. for \$25,000,000....	15,000,000	7	J. A. J. & O.	"	1899	....	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1897	113
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	1,900,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107 1/2	1st Mort. (St. Paul Division.)	4,000,000	7 1/2	"	"	1902	112
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	591,000	7	"	"	1899	114
1st Mort., 30 years bonds, (gold).	25,883,000	6 1/2	Jan. & July.	New York.	'95-'98	118	1st Mort. (Prairie du Chien Div.)	3,074,000	8	Feb. & Aug.	"	1898	126 1/2
Convertible 20 years bonds, gold	1,483,000	7 1/2	"	"	1888	102 1/2	2d Mort. (")	1,315,000	7 1/2	"	"	1898	112 1/2
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	"	"	1884	105 1/2	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	"	1902	....
2d Mort. (Government's Subsidy).	27,885,000	6 1/2	"	"	'95-'99	109 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,788,000	6 1/2	"	"	1899	109 1/2	2d Mortgage.....	600,000	7	April & Oct.	"	1894	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	"	"	'85-'92	106	Equipment and Bridge Bonds....	.....	10	June & Dec.	"	1888	....
1st Mort. (S. Fr., Okla. & Ala.)	600,000	6 1/2	"	"	1890	....	Consol. Mort. for \$35,000,000....	7,804,000	7	Jan. & July.	"	1906	109
1st Mort. (San Joaquin V.D.) gold	6,900,000	6 1/2	April & Oct.	"	1900	106 1/2	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	5,704,000	6 1/2	"	"	1890	106 1/2	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1895	109
Central Vermont:							General 1st Mortgage (193 m.) ..	3,440,400	7	"	"	1895	109
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	Funded coupons (193 m.).....	676,400	7	May & Nov.	"	1893	107
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	....
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	22	Green Bay Ext. (26m & 76,000 a.)	180,000	7	"	"	1892	....
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	19	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	"	"	1906	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	30	1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	"	1894	....
Equipment Mort. (")	1,000,000	8	"	"	1889	30	Mississippi River Bridge.....	158,000	7	"	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	Jan. & July.	"	1891	....	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1899	....
Mississippi R.R. (")	500,000	7	"	"	1891	38 1/2	Consol. skz fund (C. & N.W.R'y)	5,198,000	7 1/2	F. M. A. & N.	"	1915	132
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds.....	12,348,000	7 1/2	June & Dec.	"	1902	110 1/2
Christian and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	"	1911	....
Funded interest on 1st Mort.....	167,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1896	....	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....		1st Mortgage \$28,000 p. m. gold..	2,804,000	7 1/2	Jan. & July.	Boston.	1908	....
Charters:							Chl., Pekin & Southw'n (C.B. & Q.):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skz. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage, dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund.....	916,000	6	Feb. & Aug.	"	1895	....
Cherry Valley, Sharon and Alb.:							New mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	"	1917	117 1/2
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C. R. I. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7 1/2	May & Nov.	New York.	1889	....
1st Mort. gold "B".....	15,000,000	6 1/2	May & Nov.	New York.	1908	68 1/2	1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	"	1901	....
2d Mortgage.....	10,000,000	6	Jan. & July.	"	1918	....	Chicago and Superior:						
1st Mort. (Va. Can.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7 1/2	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	918,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded interest, coupon.....	100,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Chester and Tamarac:							1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
1st Mortgage.....	600,000	7 1/2	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1883.....	1,246,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1898	110	2d Mortgage of 1865.....	494,000	7	Jan. & July.	"	1885	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	....	Consol. B. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1905	....
Consol. Bonds (\$2000 stg. each).	4,379,850	6 1/2	Jan. & July.	London.	1903	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113	1st Mort., guar. for \$2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Cincinnati, Lafayette and Chi.:						
1st Mort. (Louisiana and Mo.)...	1,854,000	7	Feb. & Aug.	"	1900	108	1st Mortgage.....	1,120,000	7 1/2	March & Sept.	New York.	1901	103
Chicago, Burlington and Quincy:							Consolidated Mortgage.....	472,000	7 1/2	June & Dec.	"	1914	....
Trust Mortgage skz fund.....	2,570,000	8	Jan. & July.	New York.	1883	109 1/2	Cincinnati and Martinsville:						
Trust Mortgage skz fund conv.	150,000	8	"	"	1883	....	1st Mort., guar. by I. C. & L. & F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage (Burl. to Peoria)	665,000	7	April & Oct.	"	1890	....	Cincinnati & Muskingum Valley:						
Loan of 1872.....	1,462,478	7	Jan. & July.	Boston.	1896	120	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Bonds of 1875, Sinking Fund....	415,000	6	June & Dec.	"	1895	100 1/2	Cincinnati, Richmond & Chicago:						
Consol. Mortgage for \$30,000,000.	14,530,500	7	"	"	1903	121	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895
1st Mort. (Car. and Burl.) guar.	26												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	8	Jan. and July	New York.	1913	108 1/2	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York	1902	100
4th (now 3d) Mortgage guar.	1,086,000	7	" " "	" " "	1892	108 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	" " "	1900	110 1/2	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	100
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1888	100
Regist'd b'd (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	100	Detroit, Hilldale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" " "	1892	100	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	100
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	100
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	160	Detroit, Lansing and Northern:						
2d Mortgage (")	549,000	7	April & Oct.	" " "	1886	118	1st Mortgage	2,265,000	7	Jan. & July.	Boston.	1907	113 1/2
Celebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1889	100
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	100	2d Mort. (")	81,000	8	May & Nov.	"	1880	100
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Can.):						
1st Mortgage	225,000	8 1/2	June & Dec.	Boston.	1896	100	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1876	100
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	"	"	1875	100
1st Mortgage Consol. skg fund.	10,428,000	7	April & Oct.	New York.	1908	80 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	100
2d Mortgage skg fund.	3,692,000	7	Feb. & Aug.	" " "	1909	52	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	100
Income convertible	3,947,000	7	" " "	" " "	1890	43 1/2	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	100
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	" " "	1898-1900	100	2d Mort. (")	100,000	7	Jan. & July.	"	1878	100
2d Mort. (")	341,400	7	Jan. & July.	" " "	1890	100	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	100
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" " "	1890	100	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	100
1st M., a.f. (")	23,650	7	May & Nov.	" " "	1904	100	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	100
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" " "	1904	100	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" " "	1904	100	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	113 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1883	100	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	" " "	" " "	1882	100	1st Mort. guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	100
1st Mort. (Tol., Logansport & Bar.)	531,000	7	Feb. & Aug.	" " "	1884	100	Dubuque and Sioux City:						
Income (")	74,024	7	" " "	" " "	1895	100	1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1888	104 1/2
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" " "	1905	100	1st Mortgage 2d division	586,000	7	"	"	1894	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	100	1st Mortgage	450,000	7	April & Oct.	New York.	1888	100
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1888	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" " "	1880	100	1st Mortgage (gold)	1,200,000	7 1/2	June & Dec.	New York.	1900	100
General Mortgage	634,000	7	" " "	" " "	1892	100	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	100
New Mortgage for \$1,500,000	1,253,500	7	April & Oct.	Boston.	1893	110	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1891	100	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	100
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	100	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	108 1/2
1st Mortgage skg fund.	1,000,000	7	March & Sept.	Boston.	1878	100	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	2d Mortgage	190,000	4	"	"	1882-87	100
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	100
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	100	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	100
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-86	100
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1234	109 1/2	Company Bonds (" new)	135,400	6	"	"	1876	100
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	100	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1890	98 1/2
Cowanessque Valley:							Loan of 1867	100,000	7	"	"	1887	100
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	100	Loan of 1868	100,000	6	"	"	1888-89	100
2d Mortgage	100,000	7	May & Nov.	"	1882	100	Loan of 1869	100,000	6	May & Nov.	"	1889	100
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes	100,000	7	"	"	1892	100
1st Mortgage	808,500	6	March & Sept.	New York.	1891	100	Ten year coupon notes	100,000	7	"	"	1893-94	100
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	100	Sinking Fund Bonds	100,000	7	May & Nov.	"	1884	100
Cumberland Valley:							Sterling Sunk. Fd. Bonds	3,149,500	6 1/2	March & Sept.	London.	1893	100
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	Certif. of Indebt. Sept. 1, 1870	13,351,500	4 1/2	"	Boston.	1906	98 1/2
2d Mortgage	109,500	8	"	"	1908	100	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	100	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1890	100
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1896	100
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	100	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	100
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	Elmira and Williamsport (N. Can.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	109 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	100	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2802	86 1/2
2d Mortgage	300,000	7	"	"	1886	100	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	123 1/2
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1900	100	2d Mortgage	2,174,000	5 1/2	March & Sept.	"	1919	106 1/2
Davenport and E. Fault:							3d Mortgage	4,352,000	7	"	"	1883	106 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	100	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1890	104 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	111 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	100	Buffalo Branch, 1st mortgage	132,300	7	Jan. & July.	"	1891	100
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	100	Long Rock Mortgage	4,000,000	7	June and Dec.	"	1893	117 1/2
3d Mortgage, guar.	351,000	7	April & Oct.	"	1888	100	1st Consol Mortgage gold	16,666,000	7 1/2	March & Sept.	N.Y. & London.	1920	117 1/2
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-84	100	1st Consol Mort. Coup. Bonds	3,688,000	7 1/2	"	"	1920	96 1/2
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
2d Mortgage	135,000	7	June & Dec.	"	1879	100	2d Mortgage	92,800	7	April & Oct.	"	1890	100
Income Bonds	252,445	6	"	"	1879	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1893	106
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	100
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	100	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	100	Bangor City Bonds (1st m. 55 m.)	1,000,000	6</				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	117
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	109
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,353,000	7	April & Oct.	"	1895	71
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	..
1st Mort. (Cent. R. K. Exten.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	"	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,393,000	5*	"	London.	1903	...
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1830	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstown & Gloversville:							1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	..
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	74
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & Jul.	"	1912	...
Framingham and Lowell:							2d Mortgage.....	1,400,000	8	"	"	1890	64
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	76	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	104	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	...
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	...
Galveston, Houston & Henderson:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	...
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	65	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	...
Geneva, Ithaca and Athens:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
Georgia (and Banking):							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	...
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta	75-'90	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'83	...
Ullman, Clinton & Springfield:							Equipment Bonds, registered....	375,000	10	"	"	1883	62
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	...
Goshen and Deckertown (Erie):							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	77-'82	...
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	Indianapolis and St. Louis:						
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	...
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	...
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	375,000	10	April & Oct.	"	1919	...
Grand River Valley (Mich. C.):							Equipment Mortgage.....	770,000	8	Jan. & July.	New York.	1890	...
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	106	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	....	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	106
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000.	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	..	Ironton (Penn.):						
1st Preference Bonds \$8,218,149	16,090,745	5*	Jan. & July.	"	Irred.	..	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1876	...
2d Preference Bonds \$2,327,508	11,639,040	4*	"	"	"	..	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	..	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	...
Provincial Debenture's \$3,111,500	15,557,500	..	"	Ottawa.	..	..	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1886	1094
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	237,000	8	May & Nov.	"	1890	1074
Mortgage Bonds \$547,000.....	2,735,000	5*	April & Oct.	"	77-'78	....	Consolidated Mortgage (236 m.)	2,010,000	8	March & Sept.	"	1891	1164
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160....	8,716,800	5	Jan. & July.	"	Perp.	..	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	...
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	1074	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	104	2d Mortgage.....	3,000,000	8	"	"	1899	...
Green Bay and Minnesota:							Jamestown & Frank. (L. S. & M. So.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage guar. by S. Car....	1,428,548	7	Jan. & July.	Columbia.	81-'86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	378,766	7	"	"	81-'86	..	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	...
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	...
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	...
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,886,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	1st Mortgage (Ind. & Mad.) guar.	897,000	7	May & Nov.	"	1881	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
2d Mortgage.....	250,000	7	"	"	1892	....	Joliet and Chicago (O. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	...
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	87-'94	....	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	87-'88	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	107	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	...
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
General Land Mortgage (277 m.)	531,000	7	"	"	1888	....	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort., assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	1104
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	..	Kalamazoo and Schoolcraft:						
Harrisburg and Lancaster:							1st Mort., assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July										

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:													
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	117	Louisville, Cin. and Lexington:	\$	6	Jan. & July.	New York.	1881	...
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6	June & Dec.	"	1896	117	Louisville Loan to L. & F. R. R.	100,000	7	"	"	1897	...
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. & St. Lo.	1899	108	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1907	...
1st Mort. (1,000,000 acres) gold...	1,500,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	117	New Mort. (L. Cin. & L. R.W.)	275,300	7	April & Oct.	"	1907	...
1st Mort. (2,000,000 acres) gold...	1,722,250	7	Jan. & July.	N. Y. & St. Lo.	1880	117	Louisville and Nashville:						
2d Mort. (") gold...	600,000	7	March & Sept.	"	1896	101	Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1883	165
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100	Mort. main office lot & buildin.	60,000	7	"	Louisville.	1883	...
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	71	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'86	...
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71	1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	...
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902	...
Kentucky Central:							1st Mort. (" Cecilian Branch)...	1,000,000	7	Mar. & Sept.	"	1907	110
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	...	Consol. M. for \$8,000,000 (892 m.)	1,070,000	7	April & Oct.	"	1898	119
3d Mortgage.....	237,000	7	June & Dec.	"	1885	...	Louisville Loan	350,000	6	"	"	'86-'87	...
Keokuk and Des Moines:							Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	...
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98	Louisv. Loan (Leb. Br. Exten.)	333,900	6	April & Oct.	Louisville.	1893	90
Funded Interest.....	254,800	8	"	"	1884	...	Louisv. N. A. & St. Lo. Air-Line:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7	Jan. & July.	New York.	1892	...
1st Mortgage traffic guar.....	317,900	8	April & Oct.	Boston.	1879	100	Macon and Augusta:						
La Crosse, Trempealeau & Prescott:							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	...
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	...	1st Mortgage not endorsed.....	100,000	7	"	"	1887	...
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7	Feb. & Aug.	New York.	1891	95	Construct. Mort. end. by Ga. R.R.	870,000	7	"	"	1879	...
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1901	93	Macon and Brunswick:						
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7	Feb. & Aug.	New York.	1901	93	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	93	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1890	...
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	93	2d Mortgage.....	1,100,000	7	April & Oct.	"	1899	...
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	93	Equipment Mortgage.....	150,000	7	"	"	1879	...
Lake Erie and Louisville:							Madison and Portage:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	...
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	...	Mehoning Coal:						
Lake Ontario Shore:							1st Mortgage.....	1,430,000	7	Jan. & July.	New York.	1902	...
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7	Jan. & July.	New York.	1897	...	Maine Central:						
Lake Shore & Michigan South'n:							Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	102
Sinking Fund Mortgage.....		7	April & Oct.	New York.	1879	...	\$1,100,000 Loan, tax free.....	258,300	6	Jan. & July.	"	1898	91
Consol. Mort. S.F., Reg'd'd. }	7,925,000	7	J. A. J. & O.	"	1900	123	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	...
Consol. Mort. S.F., Compon. }	9,206,000	7	Jan. & July.	"	1900	125	1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Bos.	1890	...
2d Consol. Mort. for \$25,000,000.	9,206,000	7	June & Dec.	"	1903	117	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
Bonds of 1892 (Reg. & Coupon)	3,234,000	7	April & Oct.	"	1893	110	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	...
Lake Shore Dividend Bonds.....	1,383,000	7	"	"	1899	110	Consol. (Port. & Kennebec) Loan	1,186,700	6	April & Oct.	Boston.	1895	93
Reg. Mort. (Clev., Palin. & Ash.)	1,000,000	7	Jan. & July.	"	1880	...	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	...
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	...	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	...
1st Mort. (Mich. S. & Nor. Ind.)	5,260,000	7	May & Nov.	"	1885	...	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	...
2d Mort. (") " " " "		7	"	"	1877	...	Mansfield & Framing. (B.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	...	1st Mortgage guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
2d Mort. (") " " " "	849,000	7	April & Oct.	"	1886	...	Marietta and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	300,000	7	Jan. & July.	"	1882	...	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	106
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	...	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	109
Mort. Bonds (") " " " "	2,844,000	7	April & Oct.	"	1895	...	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	36
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	...	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	49
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	...	4th Mortgage.....	4,000,000	8	April & Oct.	"	1906	...
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	...	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	...
1st M. (Kalamazoo & Schoolcraft)	100,000	8	"	"	1887	...	Marietta, Pittsburg & Cleveland:						
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	...	1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1896	...
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	...	Marquette, Houghton & Ontonagon:						
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	...	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	115
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	...
1st Mortgage gold.....	2,000,000	7	April & Oct.	Cleveland, O.	1901	...	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'98	...
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	...	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds as'd	180,000	7	May & Nov.	"	1892	...	1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage.....	860,000	6	May & Nov.	Boston.	1885	...
2d Mort. gold tax free and conv.	2,200,000	7	April & Oct.	"	1900	...	2d Mortgage.....	150,000	6	June & Dec.	"	1890	...
Income Bonds.....	3,200,000	10	"	"	1902	...	Massillon & Cleva. (C.M. V. & D.)						
Lawrence (P. Ft. W. & Chl.):							1st Mortgage guaranteed, gold..	100,000	7	Jan. & July.	New York.	1890	...
1st Mortgage guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	...	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	...	Memphis and Charleston:						
Leaven., Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	99
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	Tennessee State Loan.....	1,314,142	6	"	"	"	...
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	...	Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	...
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	...
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	...	...
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117	Metropolitan Elevated:						
1st Mortgage (") reg.....	6,000,000	6	"	"	1898	116	1st Mortgage \$ or £.....	8,501,000	6	Jan. & July.	New York.	1903	102
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	125	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000...	13,304,000	6	June & Dec.	"	1922	112	1st Mort. (South Bend Div.) as'd	300,000	8	May and Nov.	New York.	1890	100
General Mort., registered.....		6	"	"	1922	112	Michigan Central:						
Lewish, Centre & Spruce C. (P. & H.):							1st Mortgage, convertible.....	554,000	8	April & Oct.	Boston.	1882	...
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	...	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1892	...
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	109
1st Mortgage gold.....	900,000	6	June & Dec.	New York.	1899	...	1st Mort. (Mich. Air Line) as'd	1,900,900	8	Jan. & July.	"	1890	111
Little Miami:							Equipment Bonds for \$900,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1883	...
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97	Michigan Lake Shore:						
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	...	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	...
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	...	Mich. So. and North'n Indiana:						
Little Rock and Fort Smith:							1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	111
1st Mortgage gold.....	3,500,000	6	Jan. & July.	N. Y. & Bost.	1900	53	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1890	...
Land Grant sinking fund.....	2,000,000	7	"	"	1905	101	Midland of Canada:						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage sterling £335,000..	1,875,000	6	May & Nov.	London.	1896	...
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	...	Midland Pacific:						
Little Schuylkill (Phila. & Bdg.):							1st Mortgage gold, tax free.....	1,100,000	7	Feb. & Aug.	New York.	1890	...
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101	Mifflin and Centre Co. (Pa.):						
Logansport, Crawf. & S'wain Ind.:							1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	...
1st Mortgage gold.....	1,500,000	8	F. M. A. & N.	New York.	1900	...	Milwaukee and St. Paul:						
Long Island:							See Chicago, Mil. & St. Paul						
1st Mortgage.....	600,000	6	Jan. & July.	New York.	1878	...	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	...	1st Mortgage.....	750,000	7	June & Dec.	New York.	1890	...
1st Mortgage (Hlen Cove Br.)....	150,000	6	May & Nov.	"	1893	...	Milwaukee and Northern:						
General Mortgage.....	775,000	7	"	New York.	1899	110	1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	...
Louisiana & Mo. Riv. (Ch. & Al.):							Mineral Point:						
1st Mortgage.....	1,584,000	7	Feb. & Aug.	New York.	1900	110	1st Mortgage.....	220,000	10	Jan. & July.	Detroit.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B., O. R. & N.)	\$ 150,000	7*	Jan. & July.	New York.	1911	99 1/2	N. O., Jack. & Gt. N. (N. O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N. W.)	150,000	7	April & Oct.	New York.	1908	....	New Orleans, Mobile and Texas:						
1st Mortgage.....							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N. O. St. L. & Chi.)	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
2d Mortgage.....	3,708,500	7	May & Nov.	"	1912	....	New York, Boston and Montreal:						
General Mort. for \$8,000,000 gold							1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.)	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.....							1st Mort. for \$800,000, guar.....						
Mississippi and Tennessee:							New York Central & Hudson R.	6,632,900	6	May & Nov.	New York.	1883	105
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	Bonds for B. & N. F. atk (")	592,000	6	"	"	1883	104
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	162,000	6	"	"	1883	106
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	2,391,300	6	June & Dec.	"	1887	108
Missouri, Iowa and Nebraska:							Bonds of 1884 renewed (")	1,950,000	7	"	"	1885	110
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) B. F.	18,465,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....						
1st Mort. (U. Pac. S. Br.) skg fund	2,445,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. } for \$30,000,000	9,733,333	6*	Jan. & July.	"	1903	126
1st Mort. (Tebos & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort., reg'd } for \$2,000,000						
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	162	New York and Harlem:						
First Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Second Add. Consol. Mort.....	1,182,000	7	"	"	1906	66 1/2	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	125
Third Additional Consol. Mort.....	600,000	7	"	"	1905	....	Consol. Mort. of 1872, reg.....				"	1900	127
Missouri River, Ft. Scott & Gulf:							New York Elevated:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85	1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	112 1/2
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	N. York, Housatonic & Northern:	1,500,000	7*	April & Oct.	New York.	1902	....
Mobile and Girard.							New York, Kingston & Syracuse:	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. for \$4,000,000.....						
2d Mort. end. by Cent. R. R. of Ga.	38,500	8	"	"	1889	....	New York, N. Haven & Hartford:	2,000,000	7	.....	New York.	1903	....
Plant bonds.....							1st Mort. (Harlem & Portchester)						
Mobile and Montgomery:							New York and New England:						
1st Mort. endor. by State of Ala.	2,484,000	8*	May & Nov.	New York.	1900	....	1st mortgage, old.....				Boston.	1884	....
2d Mortgage.....	800,000	8	"	"	1900	....	1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	111 1/2
Mobile and Ohio:							New York and Oswego Midland:						
1st Mortgage Sterling.....	5,688,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Interest bonds.....	1,524,300	8*	"	"	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Tennessee Substitution Bonds.....	1,688,000	6*	Jan. & July.	N. Y. & Lond.	1901	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	1st Mort. (West. Extension).....	2,425,000	7	.....	"	....	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....							New York, Providence & Boston:						
Convertible 3 per cent. bonds.....	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	Extension Bonds.....	50,900	6	May & Nov.	New York.	78-'81	....
Montclair (N. Y. and O. Mid.)							General Mort. for \$1,000,000.....	1,000,000	7	Jan. & July.	"	1899	118 1/2
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Norfolk & Petersburg (A. M. & O.):						
2d Mortgage.....	750,000	7	"	"	....	....	1st Mortgage.....	305,000	8	Jan. & July.	New York.	1877	....
Income Mortgage.....	888,400	7	"	"	....	....	1st Mortgage.....	157,000	7	"	"	1877	....
Montgomery and Erie (Erie):							2d Mortgage.....	454,000	8	"	Norfolk.	1893	109
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....	North Carolina:						
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
Montgomery and Eufaula:							North Eastern (S. Car.):						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	2d Mortgage.....	232,500	8	"	"	1899	....
Monticello and Port Jervis:							North Missouri (St. L., K. C. & N.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	115 1/2
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	81	North Pennsylvania:						
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	118 1/2	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108 1/2
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	103	2d Mortgage.....	1,500,000	7	May & Nov.	"	1890	110 1/2
Construction bonds.....	673,000	7	Feb. and Aug.	"	1889	102	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	110
Gen'l M. (1st on Boston Br.) gr.	4,991,000	7	April & Oct.	"	1901	115	North Shore (Flush., N. S. & Cent.):						
Special Mortgage.....	1,025,000	7	"	"	....	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	110	Northern Central:						
Nashville, Chattanooga & St. Louis:							1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-'83	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	107 1/2
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	81-'91	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110 1/2
New Mortgage.....	4,700,000	7	"	"	1912	114	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	107 1/2
Nashville and Decatur (L. & N. S.):							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	110	Consol. Gen. Mort. S. F. Coup.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	108 1/2
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. Coupon.	1,638,000	6*	"	"	1894	....
Nashua and Lowell:							Second General Mort. coupon.....	3,000,000	6	"	Baltimore.	1920	75 1/2
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103 1/2	Second General Mort. coupon.....	1,000,000	6	"	"	1920	....
Newark & New York (C. of N. J.):							Northern New Jersey (Erie):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O.	1878	....
Newark, Somerset & Straitsville:							Northern Pacific:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R. R. & lands gold.....	529,400	7 1/2	Jan. & July.	New York.	1900	80
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106 1/2
New Issue for \$350,000.....	400,000	7	"	"	1894	105	1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
New Haven and Derby:							Norwich & Worcester (B. H. & E.):						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	1st Mort. Mass. Loan, skg. fd.....	400,000	6*	Jan. & July.	Boston.	1877	....
New H., Middle'n & William:							Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Nyack and Northern:						
2d Mortgage.....	3,000,000	7	"	"	1881	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Northampton:							Ogdensburg and Lake Champlain:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 1/2
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	80-'82	....	Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2
Holyoke and Westfield bonds.....	300,000	7	"	"	1891	....	Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101 1/2
New Jersey Midland (N. Y. & O. M.):							Ohio and Mississippi:						
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	115
2d Mortgage.....	1,500,000	7	"	"	1891	....	Consolidated S. F. Mortgage.....	3,478,000	7	"	"	1898	115
New Jersey and New York:							Consolidated Mort., Sterling.....	112,000	7*	"	London.	1898	....
1st Mortgage.....	500,000	7*	March & Sept.	N. Y. & Lond.	1893	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	119 1/2
New Jersey Southern:							Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
1st Mortgage.....	2,600,000	7	May & Nov.	New York.	1889	39 1/2	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1885	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1905	80
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	Old Colony:						
Consol. Mort. for \$1,000,000.....	5,300,000	7	April & Oct.	"	1905	....	Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1890	110
Income Mortgage.....	710,000	7	"	"	1891	....	Plain Bonds.....	32,000	6	"	"	1894	99
New Jersey W. & L. S. L. S.							Plain Bonds.....	1,480,000	6	Feb. & Aug.	"	1897	109 1/2
1st Mort. acid for \$2,000,000.....	1,300,000	7*	May & Nov.	New York.	1900	....	New Bonds for \$8,000,000.....	1,692,000	7	March & Sept.	"	1894	119 1/2
New London Northern (Conn. V.):							Cape Cod Railroad Bonds.....	365,100	7	Feb. and Aug.	"	1881	101 1/2
1st Mortgage.....	302,000	6	April & Oct.	New York.	1885	104							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	100	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000pm	7.3	Jan. & July.	New York.	1901	....	Loan of 1875.....	700,000	6	" "	" "	1892	108 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	110
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	83
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	113	Pittsburg, Ok. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.):	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,960,000	7	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	114 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1884	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	129
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							1st Mortgage (Series G).....	890,000	7	Jan. & July.	" "	1912	126
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	120	2d Mortgage (Series H).....	890,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville:							2d Mortgage (Series I).....	890,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	890,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	890,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	105 1/2	2d Mortgage (Series L).....	890,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	100 1/2	2d Mortgage (Series M).....	890,000	7	Jan. & July.	" "	1912	120 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Constructive bonds of Jan. 1, 70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....						
1st Mort. (Carondelet Branch).....	500,000	6	April & Oct.	" "	1893	70	Pittsburg, Va. and Charleston:						
Paducah and Memphis:							1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
1st Mortgage gold for \$2,808,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	Pittsburg, Wash'gton & Baltimore:						
Panama:							1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	116
General Mortgage, stg \$197,800.	3,877,368	7	April & Oct.	London.	1897	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
Paris and Decatur:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage gold, S. F.....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paterson and Newark (Erie):							Plymouth, Kankakee & Pacific:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage for \$3,000,000.....	20,000 pm	7	Jan. & July.	New York.	1901	....
Pekin, Linc. & Decatur (T.W. & W.):							Port Huron and Lake Michigan:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Pemberton & Hight (UG of N.J.):							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mort. (Maine Section) gold..	800,000	6	Jan. & July.	Boston.	1900	....
Peninsular (Mich.) Railway:							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	" "	1901	15
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 2d series	2,000,000	7	" "	" "	1900	....	1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	110 1/2
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	Portland and Oxford Central:						
Pennsylvania:							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102 1/2	Portland and Rochester:						
General Mortgage.....	19,999,760	8	J. A. J. & O.	Philadelphia.	1910	117	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
(General Mortgage, registered.)	29,145,000	6	Jan. & July.	London.	1905	112	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
Consolidated Mortgage.....	4,237,323	5	April & Oct.	Philadelphia.	77-90	....	2d Mort. (Portland Loan).....	896,500	6	Mar. & Sept.	" "	1891	....
State lien for \$7,500,000, skg fd							Port Royal (S. C.):						
Pennsylvania Coal:							1st Mortgage gold, skg fd.....	2,000,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	1st Mort. gold, guar. by Ga. R. R.	500,000	7	" "	" "	1889	....
Pennsylvania and Delaware:							Portsmouth, Gt. Falls & Conway:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort., guar. by Eastern R.R.	515,000	7	June and Dec.	Boston.	1893	77 1/2
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	Poughkeepsie and Eastern:						
Pennsylvania & New York (L.V.):							1st Mort. gold, conv. & tax free..	644,500	7	Jan. & July.	New York.	1910	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	124	2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	Providence and Worcester:						
Peoria & Bureau Val (O.R.L. & P.):							1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	102 1/2
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
Peoria & Hannibal (C. B. & Q.):							Quincy, Alton and St. Louis:						
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1882	....
Peoria, Pekin and Jacksonville:							Quincy and Palmyra:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	Quincy and Toledo (T.W. & W.):						
Peoria and Rock Island:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	106
1st Mort. gold, conv. & tax free..	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Quincy & Warsaw (C. B. & Q.):						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	116 1/2
Perkiomen (Phila. and Rdg):							Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	93	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
Petersburg:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-98	84 1/2	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" "	" "	1902	65	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
Philadelphia and Atl. City:							3d Mortgage.....	150,000	7	" "	" "	1887	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Md. Div. 9th m.)	300,000	6	" "	" "	1891	....	Consol. Mort. for \$2,000,000.....	1,788,500	7	May and Nov.	" "	1921	128
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	New Gen'l Mort. for \$6,000,000.	1,992,000	6	" "	" "	....	....
Philadelphia and Erie (Penn.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	113	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
General Mort. for \$20,000,000.....	7,652,000	6	" "	Phil. or Lond.	1920	....	1st Mort. (Northwestern, N.O.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jaginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	348,000	8	May & Nov.	Eaginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,667	7	Jan. & July.	London.	'82-'88	....
S. Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,204,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	116,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
S. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	2d Mort.	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	115	South and North Alabama:						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	1st Mort. endor. by Ala., gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	....	Sterling Mort., guar. by L. & N.	2,438,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	101 1/2	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	93	1st Mortgage gold, assumed.....	7,194,500	6*	Jan. & July.	New York.	1888	102
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	100
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	114	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	103	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	105	2d preferred bonds.....	621,000	6	"	"	'84-'90	98
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	102	3d preferred bonds.....	452,800	6	"	"	'84-'90	91
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	"	1895	114 1/2	Southern of L. L.						
Real estate & 2d M. for \$2,000,000	2,968,000	7	March & Sept.	"	1896	106 1/2	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., S. S. R. R. Fund.....	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	100 1/2
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Con. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscookee) conv.....	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	98 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	2*	"	"	1906	75	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
S. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watsh) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R. R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	8,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000.	....	7*	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	66
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stantead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	96
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie June (E.):						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N. Y. (D. L. & W.):						
1st Mortgage for \$500,000 guar.....	162,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	116 1/2
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebro and Neosho (M. K. & T.):						
Schoolcraft & Three R. (L. S. & M.):							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 3,000 per mile.....	3,552,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	107 1/2
Seima, Marion and Memphis:							Consolidated Mortgage.....	7,545,000	6*	June & Dec.	"	1905	97
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,706,226	7	July.	N. Y. & Phil.	1915	72
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	130
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	....

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	108
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	" " "	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	" " "	1888	....	2d Mort. endor. by Wash. Co..	300,000	6	" " "	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	" " "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1890	115
Convertible Bonds.....	648,000	7	" " "	" " "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	115
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	109
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	105
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	112	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	" " "	1887	113	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	115	West Jersey:						
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
Omaha Bridge Bonds Sterling.....	2,236,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	60	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	117
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80	1st Mort. (Southern Extension).	640,000	7a	" " "	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. C. a)	1,844,000	6a	" " "	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	6a	" " "	"	1894	....	1st Mortgage.....	300,000	6	Jan. and July.	New York.	1898	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1893 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. C. a)	600,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A. m.)	1,810,000	6a	Feb. and Aug.	"	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	55
Loan of 1893 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	104	Wilmington and Reading:						
Loan of 1899 (")	866,000	6	June & Dec.	Princeton.	1889	105	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	114	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	14
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	600,000	7a	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	300,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	139
Bonds of 1871 (2d issue).....	675,000	7	" " "	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	113
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,313,000	7a	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7a	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,000	7a	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	114	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" " "	"	1885	167	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,800	6	Various.	"	'81-'87	77
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
2d series (blue).....	350,000	7	" " "	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1896	99
3d series (black).....	138,000	7	" " "	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	79
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1895	81
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
2d Mortgage.....	990,000	6	" " "	"	1884	102	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
3d Mortgage.....	989,000	8	March & Sept.	"	1900	117	Delaware and Hudson:						
5th Mortgage.....	94,191	8	Jan. and July.	"	1875	....	1st Mort. 1st series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	105
Registered Certificates.....	220,900	8	" " "	"	1880	....	reg. 3d series, Jan. 1, 1871	5,000,000	7	" " "	"	1891	109
Funded Interest.....							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	112
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	112
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	8	June & Dec.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,550	6	" " "	"	1882	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	Convertible Loan, gold.....	771,600	6a	March & Sept.	"	1894	103
Warren & Franklin (P. T. & B.):							1st Mortgage, registered.....	5,831,938	6	J. A. J. & O.	"	1884	107
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	111
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,668,500	6a	June & Dec.	"	1897	115
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	" " "	"	1911	136
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	90
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	85	Monongahela Navigation:						
2d Mort. (")	350,000	7	" " "	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	110	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
3d Mort. (")	600,000	8	May and Nov.	"	1873	90	Boat Loan, sinking fund.....	236,935	7	Apr. and Oct.	"	1899	....
4th Mort. (")	700,000	8	March & Sept.	"	1880	47	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	" " "	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	571,730	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	50
Virginia State Loan.....	117,932	....	Jan. and July.	"	'92-'93	....	1st Mortgage (W. Val. Can.)...	600,000	6	" " "	"	1878	....
Washington and Ohio:							Schuylkill Navigation (Ph. & Edg.)						
1st Mort. (Alex. Lon. & Z. m)	41,000	....	May and Nov.	New York.	1898	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102
1st Mortgage for \$730,000.....	55,900	7a	Apr. and Oct.	"	1901	35	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	10
Westchester and P. T. & B.:							Improvement bonds.....	290,000	6	May and Nov.	"	1920	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116	Boat and Car Loan.....	756,650	6	" " "	"	1912	76
Western North Carolina:							Boat and Car Loan.....	621,800	7	" " "	"	1915	....
1st Mortgage.....	855,000	8	Jan. and July.	"	1890	....	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	....
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R. R.).....	600,000	8	Apr. and Oct.	New York.	1888	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	" " "	"	1881	....	3d Mortgage (Susqueh. Canal)	1,311,000	6	" " "	"	1878	....
2d Mortgage (consols guar.).....	1,158,000	8	" " "	"	1900	....	Prof. Int. B'ds (")	324,810	6	" " "	"	1894	....
Income Mortgage.....	602,900	8	Various.	"	Var.	....	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
1st Mortgage.....	....	7	May and Nov.	New York.	1875	....	West Branch & Susqueh. (Penn.):						
Real Estate Bonds, Sink. Fund.	1,373,000	7a	" " "	"	1902	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1871	....
Bonds (S. F.) Conv. till May '86	3,920,000	7	" " "	"	1900	117	2d Mortgage.....	200,000	6	" " "	"	1916	....

Sept 26	187	177	7	157	Chicago St. Paul & Minneapolis	5,000,000	31,755	62,711	4,500,000	23,844	177,749	727,945	100
Oct 31	178	172	28	497	Chicago & W. & Michigan	6,570,476	3,160,221	264,329	4,500,000	23,844	177,749	727,945	100
Nov 30	179	173	34	627	Cincinnati, Hamilton and Dayton	8,527,071	1,119,251	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	180	174	38	446	Cincinnati, Hamilton & Ind. (C. & H. D.)	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	181	175	16	446	Cincinnati, Lafayette and Chic. (C. & L.)	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	182	176	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	183	177	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	184	178	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	185	179	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	186	180	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	187	181	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	188	182	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	189	183	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	190	184	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	191	185	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	192	186	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	193	187	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	194	188	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	195	189	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	196	190	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	197	191	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	198	192	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	199	193	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	200	194	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	201	195	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	202	196	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	203	197	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	204	198	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	205	199	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	206	200	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	207	201	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	208	202	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	209	203	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	210	204	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	211	205	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	212	206	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	213	207	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	214	208	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	215	209	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	216	210	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	217	211	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	218	212	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	219	213	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	220	214	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	221	215	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	222	216	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	223	217	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	224	218	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	225	219	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	226	220	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	227	221	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	228	222	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	229	223	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	230	224	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	231	225	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	232	226	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	233	227	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	234	228	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	235	229	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	236	230	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	237	231	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	238	232	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	239	233	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	240	234	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	241	235	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	242	236	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	243	237	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	244	238	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	245	239	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	246	240	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jul 31	247	241	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Aug 31	248	242	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Sept 30	249	243	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Oct 31	250	244	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Nov 30	251	245	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Dec 31	252	246	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jan 31	253	247	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Feb 28	254	248	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Mar 31	255	249	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Apr 30	256	250	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
May 31	257	251	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	727,945	100
Jun 30	258	252	2	446	Cincinnati, Sandusky & Cleveland	4,436,068	60,080	229,072	4,500,000	23,844	177,749	7	

the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "null" and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "T."

Le'thead.	Rolling Stock.
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[illegible]

[illegible]

Oregon Railroads.

Articles of incorporation were filed at Portland, Oregon, on the 28th ult. of the Albany and London Railroad Company. Capital stock, \$200,000. The incorporators are J. N. Dolph, J. Brandt, Jr., and Paul Schnige. Object, to construct and operate a railroad from Albany to Lebanon, in Lane county. Articles of incorporation were also filed by the same parties of the Salem and Silverton Railroad Company. Object, to construct and operate a railroad from Salem to Silverton. Capital stock, \$200,000. The incorporators of these two companies are prominent railroad men and officers in the Oregon and California and Oregon Central Railroad Companies, and there is every reason to believe that the projects contemplated will be carried forward to an early completion.

Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	\$18,229,000 00	\$182,290 00
6 per cent. bonds, 1881 (Oregon), 1861..	787,700 00	7,877 00
6 per cent. 1881 bonds, 1861..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1863..	69,989,750 00	699,897 50
6 per cent. funded loan of 1881	501,489,900 00	2,009,245 42
4 per cent. funded loan of 1891	250,000,000 00	2,512,500 00
4 per cent. funded loan of 1907.	738,982,000 00	4,926,413 38
Refunding Certificates.....	1,883,950 00	12,553 67
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00

Aggregate of debt bearing interest.....\$1,770,712,560 00 \$12,550,193 42
Interest due and unpaid.....3,662,283 46

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
6 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,278 00	213 06
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1859.....	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	398,650 00	59 28
6 per cent. 5-20 bonds, called June, 1864.....	69,050 00	75 83
6 per cent. 5-20 bonds, called 1868.....	121,550 00	58,853 25
6 per cent. 10-40 bonds, called, 1864.....	4,440,500 00	297,284 18
6 per cent. Consol. bonds, called, 1866.....	600,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	8,207,400 30	300,527 59
6 per cent. Consol. bonds, called, 1868.....	1,193,000 00	104,989 27
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,065 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	10,600 00	1,137 85
5 per cent. 1 year notes, 1863.....	47,165 00	2,376 35
5 per cent. 2 year notes, 1863.....	36,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,240 00	50,232 31
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	258 06
3 per cent. certificates called.....	6,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$10,823,135 26 \$597,003 45

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$61,255 00
Legal tender notes, 1862-63.....	346,681,016 00
Certificates of deposit.....	11,485,000 00
Fractional currency, 1862-3-4.....	15,631,311 05
Gold certificates, 1863.....	10,082,600 00
Silver certificates, 1878.....	9,369,920 00
Unclaimed interest.....	7,297 03

Aggregate of debt bearing no interest.....\$393,311,102 05 \$7,297 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$263,948,000 00	
Bonds at 5 per cent.....	51,418,900 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,982,000 00	
Refunding certificates.....	1,883,950 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,770,212,850 00	\$16,219,456 83

Debt on which interest has ceased since maturity.....10,823,135 26 597,003 45

Debt bearing no interest, viz:	
Old Demand and legal-tender notes.....	\$346,742,271 00
Certificates of deposit.....	11,485,000 00
Fractional currency.....	15,631,311 05
Gold and Silver Certificates.....	19,482,600 00
	\$393,311,102 05

Unclaimed interest.....7,297 03

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,191,463,874 70

AMOUNT IN TREASURY.

Interest due and unpaid.....	\$3,362,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon.....	597,003 45
Gold and silver certificates.....	19,482,620 00
U. S. Notes held for redemption of certificates of deposit.....	11,485,000 00
Cash balance available March 1, 1880.....	150,001,706 38
	\$196,351,633 53

Debt, less amount in Treasury, Mar. 1, 1880, \$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult. 2,000,784,240 92

Decrease of debt during the month.....\$5,672,019 75

Decrease of debt since June 30, 1879.....\$32,095,035 20

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4.....	1,970,500 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20

Totals.....\$64,623,512 00 \$646,235 12

Interest paid by United States, \$45,651,155 94; interest repaid by transportation of mails, &c., \$13,656,910 27; balance of interest paid by United States, \$31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

The stockholders of the Columbus, Jeffersonville and Cincinnati Railway Company have voted to incorporate a branch line from Mt. Sterling to Hillsboro, and to increase the capital stock from \$400,000 to \$1,500,000; also, to authorize a committee to close a contract with a construction company in Columbus for the completion of the proposed line.

The Montreal, Portland and Boston Railroad will be extended from Strasbridge, Quebec, to East Franklin, Vt., to connect with the St. Johnsbury and Lake Champlain Railroad to be extended from Sheldon, Vt., to East Franklin as soon as spring opens. A large force of men will soon be put on, and the work will be pushed rapidly forward.

Work on the Baltimore and Delta Narrow Gauge Railroad is rapidly progressing under the contract of Messrs. Thorn & Dunn, and other contractors. There remains not quite twelve miles to be graded from Delta to Baltimore.

The disbursements at the Michigan State Treasury during February were \$48,663.42, the receipts \$560,749.45, and the balance on hand at close of the month \$1,270,022.86.

Philadelphia Stock Exchange.
Closing Prices for the week ending Mar. 16.

	W. 10.	Tu. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.
Allegheny Val. 73-100.....
7s, Income.....
Jamden & Am. 6s, 1880.....
6s, 1880.....
Mort. 6s, 1880.....
Jamden and Atlantic.....
Preferred.....
1st mortgage.....
2d mortgage.....
Catawissa.....
Preferred.....
New preferred.....
7s, new.....
Del. & Bound Brook.....
7s.....
Elmira & Williamsport.....
Preferred.....
Hunt. & B. Top Mt.....
Preferred.....
2d mortgage.....
Lehigh Navigation.....
6s, 1884.....
Gold Loan.....
Railroad Loan.....
Conv. Gold Loan.....
Lehigh Valley.....
1st mort. 7s, coupon.....
1st mort. 7s, reg.....
2d mort. 7s.....
Consol. mort. 6s, reg.....
Little Schuylkill.....
Minehill & Beh. Haven.....
North Pennsylvania.....
1st mortgage 6s.....
2d mortgage 7s.....
Gen'l mort. 7s, coup.....
Gen'l mort. 7s, reg.....
Northern Central.....
6s, new.....
Northern Pacific.....
Preferred.....
Pennsylvania R. R.....
1st mortgage.....
Gen'l mortgage.....
Gen'l mort. reg.....
Consol. mort. 6s, reg.....
Penn. & N.Y. Canal.....
Penn. State 6s. 2d series.....
do. 3d series.....
do. 5s, new.....
Phila. and Reading.....
1st Mortgage 6s.....
7s, of 1893.....
7s, new convertible.....
Consol. mortgage 7s.....
Consol. mortgage reg.....
Philadelphia and Erie.....
1st mortgage, 6s.....
2d mortgage, 7s.....
Pittsb., Cin. & St. L. 7s.....
Pittsb., Titusv. & Bufd.....
7s.....
Schuylkill Navigation.....
Preferred.....
6s, 1873.....
6s, 1882.....
United Co. of N. Jersey.....
Hestonville, (Horse).....
Chestnut & Wal. (do.).....
Green and Coates (do.).....
2d and 3d streets (do.).....
15th and 16th sts (do.).....

Baltimore Stock Exchange.
Closing Prices for the week ending Mar. 16.

	W. 10.	Tu. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.
Baltimore and Ohio.....
6s, 1880.....
6s, 1885.....
Central Ohio (\$50).....
1st mortgage.....
Marietta & Cincinnati.....
1st mortgage, 7s.....
2d mortgage, 7s.....
3d mortgage, 8s.....
Northern Central (\$50).....
2d mortgage, 6s 1885.....
3d mortgage, 6s, 1900.....
6s, 1900, Gold.....
6s, 1904, gold.....
Orange and Alex. 1st.....
2d mortgage, 6s.....
3d mortgage, 8s.....
4th mortgage, 8s.....
O., Alex. & Manassas 7s.....
Pittsb. & Connellsv. 7s.....
Virginia 6s, Consol.....
Consol. Coupons.....
10-40 bonds.....
Deferred Certificates.....
Western Maryland.....
1st M., end. by Balt.....
2d M. do.....
3d M. do.....
1st M., unendorsed.....
2d M., end. Wash. Co.....
2d Mort., preferred.....
City Passenger R. R.....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 14.	Tu. 15.	W. 16.	Th. 17.
Adams Express.....	112	112	113	113	113	113	113
Albany and Susq.....	112	112	113	113	113	113	113
1st mortgage.....	112	112	113	113	113	113	113
2d mortgage.....	112	112	113	113	113	113	113
American Express.....	67	68	68	69	69	69	69
Atlantic & Pacific Tel. 45	48	48	48	48	48	48	48
Burl., O.R. & Nor.....	65	65	65	65	65	65	65
1st mortgage 5s.....	65	65	65	65	65	65	65
Canada Southern.....	66	66	66	66	66	66	66
1st mortgage guar.....	66	66	66	66	66	66	66
Central of N. Jersey.. 86	86	86	86	86	86	86	86
1st mortgage 1880.....	86	86	86	86	86	86	86
7s, consolidated.....	116	116	116	116	116	116	116
7s, convertible.....	116	116	116	116	116	116	116
Central Pacific.....	80	80	80	80	80	80	80
6s, gold.....	113	113	113	113	113	113	113
1st M. (San Joaquin).....	113	113	113	113	113	113	113
1st M. (Cal. and Or.).....	113	113	113	113	113	113	113
Land grant 6s.....	105	105	105	105	105	105	105
Chesapeake and Ohio... 23	23	23	23	23	23	23	23
Chicago and Alton.....	107	107	107	107	107	107	107
Preferred.....	107	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107	107	107
Ohio, Burl. & Quincy.....	143	143	143	143	143	143	143
7s, Consol. 1905.....	143	143	143	143	143	143	143
Ohio, Mil. and St. Paul. 81	81	81	81	81	81	81	81
Preferred.....	104	104	104	104	104	104	104
1st mortgage, 8s.....	104	104	104	104	104	104	104
3d mortgage, 7 3-10s.....	104	104	104	104	104	104	104
7s, gold.....	115	115	115	115	115	115	115
1st M. (La Crosse div.) 112	112	112	112	112	112	112	112
1st M. (I. and M. div.).....	112	112	112	112	112	112	112
1st M. (I. and D. ext.).....	112	112	112	112	112	112	112
1st M. (H. & D. div.).....	112	112	112	112	112	112	112
1st M. (C. & M. div.) 114	114	114	114	114	114	114	114
Consolidated S. F.....	115	115	115	115	115	115	115
Onie. & Northwestern. 83	83	83	83	83	83	83	83
Preferred.....	107	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107	107	107
Consolidated 7s.....	109	109	109	109	109	109	109
Consol. Gold bonds. 116	116	116	116	116	116	116	116
Do. reg.....	116	116	116	116	116	116	116
Ohio, Rock Isl. & Pac. 162	162	162	162	162	162	162	162
6s, 1917.....	117	117	117	117	117	117	117
Olev., Col., C. and Ind. 77	77	77	77	77	77	77	77
1st mortgage.....	77	77	77	77	77	77	77
Olev. & Pittsburg guar.....	111	111	111	111	111	111	111
7s, Consolidated.....	111	111	111	111	111	111	111
4th mortgage.....	111	111	111	111	111	111	111
Col., Ohl., & Ind. Cent 18	17	17	17	17	17	17	17
1st mortgage.....	17	17	17	17	17	17	17
2d mortgage.....	17	17	17	17	17	17	17
Del. & Hudson Canal. 83	83	83	83	83	83	83	83
Reg. 7s, 1891.....	109	109	109	109	109	109	109
Reg. 7s, 1884.....	105	105	105	105	105	105	105
7s, 1894.....	112	112	112	112	112	112	112
Del., Lack. & Western. 92	92	92	92	92	92	92	92
2d mortgage 7s.....	105	105	105	105	105	105	105
7s, Consol. 1907.....	105	105	105	105	105	105	105
Erie Railway.....	123	123	123	123	123	123	123
1st mortgage.....	123	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123	123
3d mortgage.....	105	105	105	105	105	105	105
4th mortgage.....	105	105	105	105	105	105	105
5th mortgage.....	105	105	105	105	105	105	105
7s, Consol. gold.....	117	117	117	117	117	117	117
Great Western 1st mort.....	104	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104	104
Hannibal & St. Joseph 83	83	83	83	83	83	83	83
Preferred.....	72	72	72	72	72	72	72
8s, Convertible.....	106	106	106	106	106	106	106
Houston & Tex. Cent. 87	87	87	87	87	87	87	87
1st Mortgage.....	107	107	107	107	107	107	107
Illinois Central.....	102	102	102	102	102	102	102
Kansas Pacific.....	102	102	102	102	102	102	102
Lake Shore & Mich. So. 109	109	109	109	109	109	109	109
Consol. 7s.....	124	124	124	124	124	124	124
Consol. 7s, reg.....	123	123	123	123	123	123	123
2d Consolidated.....	117	117	117	117	117	117	117
Leh. & W.B. 7s, Con.....	117	117	117	117	117	117	117
Long Dock bonds.....	117	117	117	117	117	117	117
Louisville & Nashville. 155	155	155	155	155	155	155	155
7s, Consolidated.....	119	119	119	119	119	119	119
Manhattan.....	80	80	80	80	80	80	80
Metropolitan Elevated. 116	116	116	116	116	116	116	116
1st Mortgage.....	102	102	102	102	102	102	102
Michigan Central.....	91	91	91	91	91	91	91
7s, 1902.....	120	120	120	120	120	120	120
8s 1882, S. F.....	120	120	120	120	120	120	120
M. & N. I. 1st, S. F.....	111	111	111	111	111	111	111
Morris and Essex.....	108	107	107	107	107	107	107
1st mortgage.....	131	131	131	131	131	131	131
2d mortgage.....	131	131	131	131	131	131	131
7s of 1871.....	103	103	103	103	103	103	103
7s, Consolidated.....	110	110	110	110	110	110	110
7s, Consolidated.....	110	110	110	110	110	110	110
N. Y. Cent. & Hud. Riv 131	131	131	131	131	131	131	131
6s, Sinking fund, 1885.....	108	108	108	108	108	108	108
6s, Sinking fund, 1887.....	120	120	120	120	120	120	120
1st mortgage.....	125	125	125	125	125	125	125
1st mortgage reg.....	125	125	125	125	125	125	125
N. Y. Elevated.....	125	125	125	125	125	125	125
1st Mortgage.....	112	112	112	112	112	112	112
N. York and Harlem.....	125	125	125	125	125	125	125
Preferred.....	125	125	125	125	125	125	125
1st mortgage.....	125	125	125	125	125	125	125
1st mortgage, reg.....	125	125	125	125	125	125	125

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 14.	Tu. 15.	W. 16.	Th. 17.
N. Y., Lake Erie & W. 44	44	44	44	44	44	44	44
Preferred.....	69	69	69	69	69	69	69
2d Consolidated.....	91	91	91	91	91	91	91
New 2d 5s fund.....	85	85	85	85	85	85	85
N. Y., N. Haven & Hart 177	177	177	177	177	177	177	177
North Missouri 1st M.....	32	32	32	32	32	32	32
Preferred.....	86	86	86	86	86	86	86
Ohio and Mississippi.....	36	36	36	36	36	36	36
Preferred.....	74	74	74	74	74	74	74
2d mortgage.....	117	117	117	117	117	117	117
Consolidated 7s.....	117	117	117	117	117	117	117
Consol. Sinking fund.....	115	115	115	115	115	115	115
Pacific Mail S. S. Co. 42	42	42	42	42	42	42	42
Pacific R. R. of Mo.....	105	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105	105
Panama.....	69	69	69	69	69	69	69
Philadelphia & Reading 69	69	69	69	69	69	69	69
Pitts., Ft. W. & Chi. 118	118	118	118	118	118	118	118
1st mortgage.....	129	129	129	129	129	129	129
2d mortgage.....	129	129	129	129	129	129	129
3d mortgage.....	129	129	129	129	129	129	129
Pullman Palace Car.....	20	20	20	20	20	20	20
Quicksilver Mining Co.....	71	70	72	72	72	72	72
Preferred.....	43	44	43	43	43	43	43
St. Louis & San Fran.....	57	57	57	57	57	57	57
Preferred.....	81	79	81	81	81	81	81
1st Preferred.....	23	23	23	23	23	23	23
St. L., Alton and T. H. 23	23	23	23	23	23	23	23
Preferred.....	63	63	63	63	63	63	63
1st mortgage.....	63	63	63	63	63	63	63
2d mort. preferred.....	63	63	63	63	63	63	63
Income bonds.....	62	62	62	62	62	62	62
St. L., Iron Mt. & S. As. 60	60	60	60	60	60	60	60
1st mortgage.....	103	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103	103
Tol., P. & War. 1st E. D.....	91	92	91	91	91	91	91
1st mort., West. Div.....	112	112	112	112	112	112	112
Union Pacific.....	91	92	91	91	91	91	91
1st mortgage.....	112	112	112	112	112	112	112
Land Grant 7s.....	113	113	113	113	113	113	113
Sinking Fund 8s.....	115	115	115	115	115	115	115
United States Express.....	49	49	49	49	49	49	49
Wabash.....	104	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104	104
2d mortgage.....	104	104	104	104	104	104	104
7s, Consolidated.....	100	100	100	100	100	100	100
St. Louis Division.....	106	106	106	106	106	106	106
Wabash, St. L. & Pac. 44	44	44	44	44	44	44	44
Preferred.....	69	69	69	69	69	69	69
New Mort. 7s.....	107	107	107	107	107	107	107
Wells-Fargo Express.....	107	107	107	107	107	107	107
Western Pacific bonds.....	112	112	112	112	112	112	112
Western Union Tel.....	111	111	111	111	111	111	111
7s, S. F. conv., 1900.....	113	113	113	113	113	113	113

Boston Stock Exchange.

shares; Western Union and Lake Shore depressed the whole Vanderbilt list on a severe break in both as indicated in our last. Houston and Texas broke also, with the other fancies that have advanced out of proportion to the balance of the list. The express and bank stocks and Government bonds are about all that stood up against the general downward tendency, all speculative bonds and state securities of doubtful character sympathizing with the stock market.

On the other hand Manhattan Elevated advanced, on the defeat of the five cent fare bill at Albany, and the consequent covering of a large short interest made in anticipation of its passage in that body as in the House. Yet this was followed by a break equal to the advance of this week. Kansas and Texas also fell with Wabash late in this week, and the Pacific roads also yielded, though the Gould stocks were the most steady as a rule.

That there has been a short interest created on the drop there is no doubt, as the public have been sellers as well as the street, but the market has not been raided by large operators who have tried to hold prices while selling their long stocks which has caused the decline. Hannibal and St. Joseph was also lower. Money has ruled quite active at full rates, and occasionally a commission has been paid, as the flow of currency to the interior is not returning as expected, where it will no doubt permanently remain for the increased wants of trade.

Foreign Exchange has been irregular, as, early in the week speculators sold their bills borrowed on stocks, to get time money at 1 cent decline from quoted rates. The supply of bankers bills will also increase soon on the sale abroad of some \$6,000,000 to \$7,000,000 of the Southern Pacific bonds made a week ago.

The supply of commercial bills has also been fair and will probably increase on the freer movement in breadstuffs and cotton into export on declining prices, as there have been free shipments the past week and large freight engagements for grain for the balance of this month's loading. The purchase of \$2,000,000 bonds by the Treasury helped the money market but slightly, as it had been anticipated. Foreign Exchange grew very firm at the close of the week. The bank statement was more favorable than expected also, and this helped to rally stocks from the extreme depression of Saturday. The surplus reserve is now about \$2,000,000.

Imports for the week have been under the late average, or \$10,000,000, against \$14,000,000 the week before, and \$8,000,000 same time last year. The following are the total imports and exports from January 1 to the dates named:

	1878.	1879.	1880.
Imports to			
March 13.	\$56,523,249	\$57,814,289	\$93,409,763
Exports to			
March 9.	60,594,891	53,749,206	55,521,068
Exports over			
imports ..	4,062,442	.....	.....
Imports over			
exports ..	.....	4,065,083	37,888,695

Assuming that the imports and exports at New York this year bear the same ratio to the total foreign commerce of the whole country as they did in 1879, the totals for the United States thus far this year will be about as follows: Imports,

\$140,115,000; exports, \$120,700,000. The exports of domestic produce from this port for the week are about \$7,000,000, a slight increase, against \$5,900,575 corresponding week last year and \$8,154,874 in 1879.

Mining stocks have been fairly active but depressed, except on some of the lighter fancies, as the market has not recovered from the shock given by the Little Pittsburg and Moose crookedness, in which both Directions are believed to have unloaded on their friends. The closing prices were better, however, as a rule.

The anti-discrimination bill before the Assembly, is meeting with general protest from both merchants, manufacturers and commercial exchanges, and it is doubtful if this part of the new railroad bills will become law.

The merchandise markets are getting heavier and weaker daily and there has been a gradual shrinkage in values throughout with few exceptions. Iron and all its manufactures are getting very shaky here and abroad and realizing sales both by dealers and speculators as well as railroad companies themselves have lowered the prices of nearly all, and some classes very materially. Other metals are following if indeed the decline in them has not preceded that in iron, especially tin and copper, the position of both of which we explained about a month ago in this review and indicated the decline that has since followed.

The closing quotations on Thursday were, Adams Express, 113½@114; American Express, 59½@60; Atlantic and Pacific Telegraph, 43½@44; Canada Southern, 66@68; Central of New Jersey, 85 2/5@86; Central Pacific, 79½@80; Chesapeake and Ohio, 23¾@24; do. 1st pref., 81@81½; do. 2d pref., 25¼@26; Chicago, and Alton, 106½@107½; do. pref., 119@—; Chicago and Northwestern, 94¾@94¾; do. pref., 106½@106¾; Chicago, St. Paul and Minneapolis, 55¾@56; Chicago, Milwaukee and St. Paul, 81¾@82; do. pref., 104½@105; Chicago, Rock Island and Pacific, 156@157; Chicago, St. Louis and New Orleans, 38@39; Cleveland, Columbus, Cincinnati and Indianapolis, 78¾@79¾; Col., Chicago and Indiana Central, 17½@18; Delaware and Hudson Canal, 84@84½; Delaware, Lackawanna and Western, 92¼@92¾; Hannibal and St. Joseph, 86¾@86¾; do. pref., 70@70½; Illinois Central, 101½@102¼; Lake Shore and Michigan Southern, 108¼@108¾; Louisville and Nashville, 157@157; Michigan Central, 91½@91¾; Morris and Essex, 107½@108; Manhattan Railway, 47¼@47½; Metropolitan Elevated, 113@115; New York Elevated, 120@122½; New York, Lake Erie and Western, 44½@44¾; do. pref., 69 2/5@69½; Northern Pacific, 32¾@33½; do. pref., 55¾@55½; Ohio and Miss., 89¾@89¾; do. pref., 77½@79; Pacific Mail, 47¾@47¾; Philadelphia and Reading, 69@69½; Quicksilver, 17¾@18; do. pref., 76@77; St. Louis, Alton and Terre Haute, 20¾@21; do. pref., —@63; St. Louis and San Francisco, 43@43½; do. pref., 56½@56¾; do. 1st pref., 79½@80; St. Louis and Iron Mountain, 59¾@59¾; Union Pacific, 91@91½; United States Express, 49¼@50; Wells Fargo Express, 107@108; Western Union Telegraph, 108½@108¾; Wabash, St. Louis and Pacific, 43½@44; do. pref., 68¾@69½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Southern Pacific R. R. of Cal. 1st, 100½; Rome, Watertown and Ogdensburg R. R., 80; do. 1st consol., 69; St. Paul and Sioux City R. R., 41½; do. pref., 76¼; do. 1st, 104; Oregon Railway and Nav. Co. 106; do. 1st, 93; Chicago, Milwaukee and St. Paul S. W. div. 1st, 100¼; do. I. & D. div., 109½; Ohio Central R. R., 24¾; do. 1st, 91¼; do. inc., 56; Detroit, Monroe and Toledo 1st, 1909, 115½; New York, Ontario and Western R. R., 26¾; Peoria, Decatur and Evansville R. R., 25¾; do. 1st, 95½; Nashville, Chattanooga and St. Louis R. R., 84½; do. 1st, 114; Lehigh and Wilkesbarre consol. ass., 96½; Lake Erie and Western R. R., 35¾; do. inc. 64; do. 1st, 99; Buffalo, New York and Erie 1st, 1916, 122½; Missouri, Kansas and Texas R. R., 43¼; do. 1st consol. ass., 101½; do. 2d, 66½; Ind., Bloom. and Western R. R., 33; do. 1st, 74; Toledo, Peoria and Warsaw E. D., pur. com. rec., 131; do. W. D., 130; Chicago, St. Louis and New Orleans R. R., 38; do. inc., 75; St. Louis, Kansas City and Northern, Omaha div. 1st, 113; do. St. Charles Br., 1st, 107¾; Chesapeake and Ohio 1st pref., 32½; do. 2d pref., 24¾; do. 6s, Series B, 68¾; do. cur. int., 43; Chicago, St. Paul and Minn. R. R., 54¾; do. 1st, 104; Chicago, Burlington and Quincy 8s, 109¼; Mobile and Ohio R. R. ass., 24¼; do. 1st debent., 75; do. 3d debent., 38; do. new mort., 101; Marietta and Cincinnati 1st pref., 11½; do. 2d, 8; Col., Chl. and Ind. Cent. Inc., 40; Dubuque and Sioux City R. R., 68; Laf., Bloom. and Muncie inc., 70; do. 1st, 100; Boston and New York Air Line pref., 50½; Ohio and Mississippi, Springfield div. 1st, 80; Keokuk and Des Moines R. R., 15; Cin. and Spring. 1st, guar. by C., C., C. and Ind. R. R., 108¾; Cedar Falls and Minn. R. R., 20; do. 1st, 104; Louisville, New Albany and Chicago R. R., 98; Denver and Rio Grande 1st, 103½; New Jersey R. R., 160; Kansas Pacific 1st consol., 96; do. 6s, Denver Div. ass., with coup. certif., 108¾; do. ex-coup., 100½; do. inc. No. 16, 80; Toledo and Wabash Equip., 43½; St. Paul and Duluth R. R., 37½; Hudson River 2d, S. F., 110; St. Louis and San Francisco 2d, class B, 76; do. C, 74¼; Clev., Col., Cin. and Ind. consol., 110; Ind., Dec. and Spring. 1st, 103; Houston and Gt. Northern 2d pur. com. rec., 43¼; Cincinnati, Laf. and Chicago 1st, 97¾; Cairo and Fulton 1st, 107¼; Texas and Pacific Income, L. G., 72; Delaware and Hudson 1st, Penn. div., 112; Central of New Jersey Adjmt., 105; do. 1st consol. ass., 106; Philadelphia and Reading inc., 7s, 90; Houston and Texas Central 2d, M. L., 115; Boston, Hartford and And Erie 1st, 57; St. Louis and Iron Mountain 1st pref. inc., 91; do. 2d do., 81½; do. Cairo, Arkansas and Texas 1st, 102; Louisville and Nashville, Cecilian Br., 110; do. 2d, 105½; Am. Dist. Tel., 73; Sutro Tunnel, 2¾; Central Arizona Mining Co., 8; Little Pittsburg, 8½; Standard, 80¾; Climax, 23¾; Excelsior, 20; Caribon, 2½; Homestake, 39; New Central Coal, 29¾; Montauk Gas Coal, 50; Pennsylvania Coal, 205; Louisiana 7s, consol., 50½; Missouri 6s, 1889, 109; do. 1888, 108¾; North Carolina 6s, old, A. & O., 29½; do. 6s, S. F., 4; Ohio 6s, 1881, 103; Arkansas 7s, L. R. & Ft. S. R. R., 8.

Boston.—New Mexico and Southern Pacific R. R., 122; do. 7s, 108½; Little Rock and Ft. Smith R. R., 62; do. 7s, 101; Burlington and Missouri River R. R. in Nebraska, 6s, non-exempt, 102; Oregon River and Nav. Co. 6s, 92; Kansas City, St. Joseph and Council Bluffs R. R., 65; do. 7s, 107; do. inc., 6s, 79; Republican Valley 6s, W. D., 101; do. E. D., 101½; Kansas City, Lawrence and Southern 4s, 87; Kansas City, Fort Scott and Gulf 7s, 106½; Atchison, Topeka and Santa Fe guar. 7s, 109¾; Essex R. R. 4½s, 93; Cedar Rapids and Missouri 7s, 1891, 111½; Pleasant Hill and De Soto R. R., 45; Connotton Valley R. R., 88; do. 7s, 1909, 100; Maine Central R. R., 42; do. cons. 1. 7s, 1912, 103½; Summit Branch, 18½; Granite Railway, 30; Eastern (N. H.) R. R., 81; Wisconsin Central pref., 25; do. 2d, 42; Nashua and Lowell R. R., 113½; Denver and Rio Grande R. R., 74; Oswego Midland R. R., 10½; Louisiana and Missouri River R. R., 15¾; do. pref., 27¾; Chicago, Iowa and Nebraska R. R., 141; Atchison and Nebraska R. R., 77; Boston, Revere Beach and Lynn R. R., 99¾; Connecticut and Passumpsic Rivers R. R., 62; Portsmouth, Gt. Falls and Conway R. R., 30; do. 4½s, 1937, 78¾; Rutland R. R., 7¾; do. pref., 33¾; do. 6s, 98½; Flint and Pere Marquette R. R., 24½; do. 8s, 86; Chicago and West Michigan R. R., 62; Chicago, Clinton, Dubuque and Minnesota R. R., 65¾; do. 7s, 1910, 106¾; Detroit, Lansing and Northern pref., 108; do. 7s, 113; Marquette, Houghton and Ontonagon pref., 46; do. 6s, 89; Wisconsin Valley pref., 77; Boston Water Power Co., 16½; Boston Land, 10½; St. Louis City 6s, 1896, gold, 107¾; Maine State 6s, 1883, 105½; do. 1889, 113¾; Shenandoah Coal, 20½; Aztec Silver Mining Co., 1¾; Allouez, 22½; Atlantic, 25; Blue Hill, 9¾; Brunswick Antimony, 16¾; Copper Falls, 12½; Catalpa, 2¾; Central, 46; Dana, 87½c.; Duncan Silver, 3½; Franklin, 22; Huron, 10½; Harshaw, 22½; Humboldt, 1½; Hanover, 50c.; Madison, 2¾; Mesnard, 3¾; National, 5½; Osceola, 44½; Pontiac, 1¼; Pewabic, 61½; Ridge, 7½; Sullivan, 13¾; Star, 2¾; Silver Islet, 16; Washington, 75c.; Waukeag Silver, 8; Winthrop, 1.

Philadelphia.—Pennsylvania Co. 6s, 106; Lehigh Nav. consol. mort. 7s, 103½; Philadelphia and Reading R. R. scrip, 88½; do. Gen'l mort. 6s, 85½; Pennsylvania Canal 6s, 80; Belvidere Delaware 3d mort., 103; Western Pennsylvania 6s, 105½; Am. S. S. Co., 30¾; do. 6s, 106; Huntingdon and Broad Top Mt. consol., 7s, 71; Shamokin Valley and Pottsville 7s, 111; Oil Creek 1st mort., 100; Philadelphia, Germantown and Norristown R. R., 101½; Philadelphia and Trenton R. R., 158; St. Paul and Duluth R. R., 87½. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 105@105½; Pennsylvania State 6s, 2d series, 101¼@101½; do. 3d series, 105½@107; do. 6s, new loan, 113@118½; do. 4s, new, 104@105; Philadelphia and Reading, 34¾@34½; do. consol. mort. 7s, coup., 117¼@118¼; do. reg. 118@—; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 160@160½; Pittsburgh, Titusville and Buffalo R. R., 18¾@19; do. 7s, 79¾@80; Camden and Amboy mort. 6s, 1889, 114½@—; Pennsylvania R. R., 52@52½; do. 1st mort., 102¼@102½; do. gen'l mort.,

coupon, 117@117½; do. reg., 118@120; do. consol. mort. 6s, reg., 112@114½; Little Schuylkill R. R. 5¾@55½; Morris Canal, pref., 150@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., 7¼@8; do. pref., 10@16; do. 6s, 1882, —@80; do. 1872, 102¾@108½; Elmira and Williamsport pref., 51@51½; do. 6s, 109@—; do. 6s, 85@86; Lehigh Coal and Navigation, 36¾@87; do. 6s, 1884, 107@108½; do. R. R. loan, 110½@111½; do. Gold Loan, 105½@107; do. consol. 7s, 103½@108½; Northern Pacific, 33@33½; do. pref., 55¾@56; North Pennsylvania, 50½@50¾; do. 6s, 108@108½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111½@115½; Philadelphia and Erie, 17@17½; do. 6s, 104½@—; do. 7s, 118½@113¾; Minehill, 58½@58¾; Catawissa, 15@16½; do. pref., 51@—; do. new pref., 49¼@49¾; do. 7s, 1900, 113@118; Lehigh Valley 51¾@52; do. 6s, coupon, 118@—; do. reg., 118@—; do. 2d mort. 7s, 124@125; do. consol. mort., 112@112½; Fifth and Sixth streets (horse), 115½@116¾; Second and Third, 104¼@110; Thirteenth and Fifteenth, 84@86; Spruce and Pine, 56½@57½; Green and Coates, 98@100½; Chestnut and Walnut, 76@—; Hestonville, 22½@23; Germantown, 69@69; Union, 109@110; Lombard and South, 14@20; West Philadelphia 82¾@82¾; People's, 15@16; Ridge Av., 75@80; Continental, 93@94.

Baltimore.—Wilmington, Columbia and Augusta 7s, 55; Virginia and Tennessee 6s, 102¾; Chesapeake and Ohio Canal 6s, 81; Marietta and Cincinnati 1st sterling, 106; Canton 6s, 108½; Atlanta and Charlotte Air Line, 36½; Baltimore and Ohio 2d pref., 108; Central Ohio pref., 50; Virginia Peelers 24½; City 6s, 1894, 110½; do. 5s, 1900, 110½; Atlantic Coal, 1.50. The latest quotations are: Baltimore and Ohio, 156@156½; do. 6s, 1885, 109½@112; Northern Central, 32¾@—; do. 6s, 1900, 110½@—; do. 1900, gold, 108¼@109¼; do. 6s, 1904, gold, 103¼@—; Marietta and Cincinnati 1st mort., 1892, 108½@109½; do. 2d mort. 7s, 79¾@—; do. 3d mort. 8s, 46@48; do. 1st mort. sterling, 106@106; Pittsburgh and Connellsville 7s, 114½@115; Orange and Alexandria 4th, 46½@47½; Orange, Alex. and Manassas 7s, 85½@86; Virginia consol. 6s, 54½@54½; do. 2d series, 23@24; Virginia Consol. coupons, —@84½; Virginia 10-40 bonds, 38¾@39¼; Virginia 10-40 coupons, 88@—; City 6s, 1883, 111@—; do. 1890, 118@—; do. 1902, —@120; do. 5s, 1894, 110½@111; do. 1916, 112@—.

Lake Erie and Shenango Valley Railroad. The survey for a line for the Lake Erie and Shenango Valley Railroad from Conneaut Harbor, Ohio, to Vernon Centre, in Trumbull county, Ohio, was completed on March 3d. The Lake Erie and Shenango Valley line connects at Vernon Centre with the line of the Sharpville and Lake Shore Railroad, and the two roads will form a continuous line from Sharpville to Conneaut Harbor. The length of the entire line is 56½ miles. The heaviest gradient going toward the lake is 30 feet per mile, and coming from the lake 40 feet per mile. Of the line from Conneaut Harbor to Vernon (45 miles) 90 per cent is straight; while the curves are very light. Of the line from Vernon to Sharpville (11½ miles,) over 70 per cent is straight line. While there will be some quite heavy work in the vicinity of the crossing of Ash-tabula creek, in Sheffield township, the average amount of grading per mile for the whole line will

be small. The engineers are now busy in preparing maps and estimates in preparation for putting the road under contract. The U. S. Engineer in charge has recommended an appropriation of \$26,000 for repairs at Conneaut Harbor, and advises an expenditure of \$12,000 of that amount during the coming summer.

Selma, Rome and Dalton Railroad.

A circular has been prepared for transmission to the stock and bondholders of the Selma, Rome and Dalton Railroad, submitting for their approval a plan of reorganization, of which the following is the substance:

First mortgage bonds to be exchanged for new first mortgage bonds, at 50 per cent of principal and unpaid coupons; second mortgage bonds to be exchanged for new second mortgage bonds on similar terms; holders of income bonds to receive 25 per cent each of new common and preferred stock, without interest; common stock to be relinquished for 75 per cent of new common stock; all liens judicially decided as prior to the first mortgage bonds, and not payable in cash, to be on an equality with first mortgage bonds; all obligations to be assessed pro rata for necessary expenses. The road runs from Selma, Ala., to Dalton, Ga., 237 miles. It is the successor of the Alabama and Tennessee River Railroad Company, chartered in 1848. It has been in the hands of Receivers for over seven years. Its authorized capital is \$5,000,000, of which \$3,750,000 was paid in at the last report. The first mortgage bonds then amounted to \$5,000,000, the second mortgage bonds to \$4,000,000, and the income bonds to \$230,000.

It is announced from Atchison, Kansas, that the Central Branch Railroad has been consolidated with the Union Pacific, and after the 1st of April will cease to be a division of the Missouri Pacific Railroad. It will resume its old name of "Central Branch Union Pacific," and its main line will be extended to connect with the Union Pacific road.

The citizens of Augusta Ga., have voted to subscribe \$50,000 to the Augusta and Knoxville Railroad to build a bridge across the Savannah River. The road is graded from Augusta to Greenwood, S. C., and will soon be ready for the iron.

The Berks Run and Pittsburgh and Lake Erie Railroad Companies have been consolidated by an unanimous vote of both companies. The capital of the Berks Run (the right of way of which was leased to the Pittsburgh and Lake Erie) was \$200,000.

Twenty per cent of the capital stock of the Strawberry Hill and Nantasket Beach Railroad has been paid in and deposited in the International Trust Company of Boston. The work of building is to be commenced at once and it is expected the road will be running early in June.

A contract has been let for the construction of the Wisconsin and Minnesota Railway from Colby to Chippewa Falls, a distance of 64 miles. The road is to be in running order by October 1st.

The Indiana Southern Railroad was sold at Vernon, Ind., on the 11th inst. under a decree of foreclosure granted Samuel J. Tilden and W. H. Swift for \$50,000, John S. Stolsenberg, an attorney of New Albany, being the purchaser.

The Southern Pacific Railroad was completed to Tucson, Arizona, on the 17th inst., and the track was laid through the town.

Union Pacific Railroad.

To the Stockholders of the Union Pacific Railway Co.

The following is respectfully submitted as the Report of the operations of the Railroad Company for the year ending December 31, 1879:

The number of miles of road in operation during the year was as follows:

Council Bluffs to Ogden (including Omaha Bridge and approaches).....1,037.4 miles.
Ogden to Junction of Central Pacific Railroad.....5 " "

Total1,042.4 miles.

This is the same as it was one year ago.

The earnings and expenses for the year 1879 are as follows:

Gross earnings, including Omaha Bridge\$13,201,077 66
Deduct operating expenses (including taxes)..... 5,475,503 44

Surplus earnings.....\$7,725,574 22

The operating expenses were 41.47 per cent of the gross earnings.
Add interest collected on Investment securities..... 423,014 50

\$8,148,588 72

The Disbursements for Interest on Bonds, Dividends, and bonds purchased for Sinking Funds, were as follows:

Interest on bonds.....\$3,390,595 86
Dividends, 6 per cent..... 2,204,700 00
Sinking funds..... 207,444 00
Government earnings retained on account of Subsidy bonds..... 1,149,888 01

Total deductions from earnings.....\$8,952,427 37

Surplus for future use..... 1,196,161 35

The funded debt of the company has been changed during the past year as follows:

Collateral trust bonds issued*.....\$1,000,000 00
Sinking fund bonds sold..... 94,000 00

Redeemed and cancelled, viz:

Land grant bonds.....\$585,000 00
Income bonds..... 1,000 00
Sinking fund bonds..... 138,000 00
Omaha Bridge bonds.. 63,000 00

Amount decrease.....\$787,000 00

Net increase.....\$307,000 00

The funded debt of the company, December 31, 1879, as per table hereto appended, was \$50,495,000.

The bonds and stocks of other companies owned by this company are as follows:

Bonds, par value.....\$7,900,500
Stocks, par value..... 8,669,400

Total\$16,569,900

For details, reference may be had to the statement hereto appended.

The earnings and expenses for the years 1878 and 1879, including Omaha Bridge, compare as follows:

	1878.	1879.
Gross earnings...	\$13,121,272 58	\$13,201,077 66
Operating exp....	5,376,586 19	5,475,503 44
Surplus earnings..	\$7,744,686 39	\$7,725,574 22
Percentage of expenses to earnings.....	40.98	41.48.

* These bonds are the first of a series issued, and to be issued to a moderate amount, the proceeds to be applied to aiding the construction of branch roads. They are secured by a deposit of bonds of such branch roads, at eighty per cent of their par value, with the Union Trust Company of New York, Trustee, the interest from which is sufficient to pay the interest on the Collateral Trust Bonds and provide a Sinking Fund for the gradual redemption of the latter.

The differences are as follows:

Gross earnings, increase.....\$79,805 08
Operating expenses, increase..... 98,917 25

Surplus earnings, decrease.....\$19,112 17
Percentage of expenses, increase..... 0.50

The passenger earnings for 1878 and 1879 compare as follows:

1878.....\$3,190,369 72
1879..... 3,207,909 92

Increase.....\$17,540 20

The freight earnings for 1878 and 1879 compare as follows:

1878.....\$7,405,634 39
1879..... 7,424,516 52

Increase.....\$18,882 13

The shipments of live stock for 1878 and 1879 compare as follows:

	Cattle and horses.	Hogs and Sheep.
1878.....	4,780 cars	883 cars
1879.....	6,179 "	1,356 "
Increase.....	1,399 "	473 "

This favorable showing will undoubtedly be very much increased the present year.

The erection of transfer stock yards has greatly facilitated the handling of live stock.

The government earnings for 1878 and 1879 (included in the gross earnings,) compare as follows:

1878.....\$1,115,054 20
1879..... 1,149,488 01

Increase.....\$34,433 81

The express earnings for 1878 and 1879 were as follows:

1878 (12 months).....\$488,645 92
1879 (10 months)..... 360,840 90

Difference.....\$127,805 02

This business, formerly managed by the company, is now under the control of the Pacific Express Company, this company holding stock in the Express Company equal to its proportion of miles of road represented in the Express Company. The earnings of the express business will now come to this company in the form of dividends upon the stock it holds.

The car service for 1878 and 1879 compares as follows:

1878.....\$20,624 52
1879..... 20 74

Decrease.....\$20,603 78

This decrease is caused by large increase of local freight, requiring the use of more cars, and the use of stock cars of other companies, for the increased cattle business.

The mileage of freight cars for 1878 and 1879 was as follows:

1878.....59,920,896 miles.
1879..... 68,441,149 "

Increase.....8,520,253 "

The following renewals of track have been made during the year:

17,652 tons Steel rails; 1,152 tons Iron rails re-rolled; 72,370 Oak ties; 252,429 Pine ties; 50,021 Cedar ties.

The present length of road laid with steel rails is 485 miles.

The Western division (185 miles), which is largely made up of heavy grades and curves, is now all laid with steel rails, as well as all the grades and curves on the Laramie and Mountain divisions.

On the Eastern division the track has been raised and the banks widened at many points where ground was flat and subject to overflow of water.

The track on all the divisions is in excellent condition, very much improved from that of a year ago.

Quite an increase of side track has been made at Grand Island to accommodate the business of the St. Joseph and Western Railroad, now opened to that place.

On the Mountain division twenty-four trestle bridges, aggregating 948 feet in length, have been filled with earth after having iron culvert pipe placed through some of them, and channels made alongside of track between others, giving in all cases ample water way.

A few bridges on the Western division need renewing, which has been arranged to be done the coming season. Aside from this, all the bridges are in good condition, and will need only ordinary repairs.

For a more detailed statement of the operating expenses, and a comparison thereof with the year 1878, attention is called to the table hereto appended.

The construction expenditures for 1879 were as follows:

Depot at Council Bluffs.....	\$651 32
Tenements at Council Bluffs.....	85 00
Rail mill at Grand Island.....	12,532 03
Tools and machinery.....	1,535 00
Water works.....	23,056 82
Ten locomotives.....	\$83,244 41
Less four sold.....	24,000 00
Four box cars.....	2,600 00
Royalty on plough and scraper.....	3,000 00
Right of way and land.....	5,600 00
	1,733 80
Less land at Omaha sold.....	\$104,888 88
	2,931 46
	\$101,456 92

A new passenger and freight depot has been erected at Kearney, and a new freight depot at Grand Island, to accommodate the increased freight business at these points. Small station buildings were also erected at Richland and Alda.

A mill for cutting off the worn ends of rails and punching and slotting the same has been erected at Grand Island. This will enable the company to use old iron rails taken out of track (when steel rails are laid) to much better advantage and more economy than heretofore.

A set of rolls and other necessary machinery is being placed in the Laramie Rolling mill, for the manufacture of merchant bar iron, fish plates, bolts and nuts. This will be a great saving in the material thus manufactured, as it will enable the company to work up scrap iron which heretofore has been sold at low prices.

The motive power of the company has been increased by the purchase of ten new engines, and decreased by the sale of four to connecting roads.

Four box cars were added to the rolling stock during the past year.

The equipment of the road is now as follows: 171 locomotives; 165 passenger, baggage and sleeping cars; 3,220 freight cars.

The production and cost of coal mined during 1878 and 1879 compares as follows:

	Tons.	Cost.	Average cost per ton.
1878.....	275,795	\$287,216 85	\$1 04 1/8
1879.....	340,152	363,249 16	1 06 1/4
Increase...	64,357	\$76,032 31	2%

The sales of coal for private use during 1878 and 1879 was as follows:

	Tons.	Amount.	Average per ton.
1878.....	102,240 3/4	\$627,247 76	6 13 1/2
1879.....	125,662 1/4	710,013 00	5 65
Increase 23,421 1/2		\$32,765 24	.....
Decrease			48 1/2

This decrease in average is caused by a reduc-

tion in price at points on the east end of the road for the benefit and encouragement of settlers, as fuel is scarce.

The demand for coal has been very large, and the company have been unable to furnish all that was wanted. It will be necessary to open other mines in order to meet this increased demand. This will be done this season.

Oil has been discovered the last year about ninety miles from the road, due north from Point of Rocks Station. Thorough tests have been made of it and it is found to be as good as any that can be bought in the market, and it is being used largely on the road. There is said to be an inexhaustible supply of it. It is already being offered for transportation, and it will probably soon become quite a prominent article of transportation, and add another to the local resources of the road.

The sales of land for 1878 and 1879 compare as follows:

Acres.	Amount.	Average price per acre.
1878 .. 818,903 47	\$1,557,082 32	\$4 88.25
1879 .. 243,337 31	1,007,855 63	4 14.10
Dec ... 75,566 16	\$549,226 69	74.15

This decrease of sales was caused by the decision of Secretary Schurz, regarding the right of pre-emption to settlers at \$1 25 per acre, which very much retarded the sales of the company's lands.

This question was decided in favor of the company in 1878, and last year was affirmed by the Supreme Court, thus fully establishing the company's title.

The total sales of land to December 31, 1879, was 1,568,438.62 acres.

Average price per acre, \$1 41,	
amounting to.....	\$6,923,706 89
Sales of town lots.....	288,177 85
Interest received on contracts, &c.	741,311 85
Payments forfeited on canceled contracts.....	199,185 62
From other sources.....	21,464 62

Total proceeds.....\$8,173,846 83

DEDUCT EXPENSES.

Exp. land department.....	\$885,050 01
Taxes on land.....	835,023 75
Expenses and taxes on town lots.....	36,737 47
Discount, commissions, and railroad fares.....	183,066 45

Total expenses.....\$1,889,877 68

Net proceeds.....\$6,283,969 15

LAND GRANT FUND.

Whole issue of Land Grant bonds.....	\$10,400,000 00
Canceled to December 31, 1879.....	4,101,000 00

Outstanding December 31, 1879.....\$6,299,000 00

Land contracts outstanding.....	\$3,698,742 93
Town lot contracts outstanding.....	63,070 82
Cash on hand.....	214,707 83

Amount applicable to payment of bonds.....	3,976,520 78
Leaving amount of bonds to be provided for by future sales.....	\$2,322,479 22

The Omaha and Republican Valley Railroad has been extended to Stromsburg, in Polk County, making the length of this road, from Valley Station, on the Union Pacific, ninety miles. It is also being extended to Lincoln, the capital of the State, and is progressing very rapidly to completion. The business of the road is very satisfactory. It earns more than the interest on its bonded debt, besides contributing a large business to this road.

The business of Colorado is very prosperous, particularly that of mining. The Leadville mines

are highly productive and widely known, and the product of these mines comes to our line over the Colorado Central road. This road is also doing a large business.

The Utah and Northern road was extended ninety-four miles last year, and its entire length is now 274 miles, extending from Ogden, Utah, to Beaver Canon, Idaho. It will be extended thirty miles farther north in the early spring, and in all about one hundred miles during this year. The road is doing a large and paying business, which continues to increase as it is extended.

The Summit County Railroad is a short narrow gauge road, running south from Echo to Coalville, where there are large coal mines owned by the company. It is the intention to extend this road to Park City this year, where there are large mining interests which will pay for its construction.

The Utah Southern road has been extended south 130 miles, and will be completed to Frisco early in April, which is 235 miles from Salt Lake.

There are extensive mines in this vicinity, and the road has a good business, which will be increased by the extension.

All these branch roads give to the Union Pacific a large and growing business. They are all self supporting.

A branch road has been built northerly from the Union Pacific from Jackson to Norfolk, 48 miles.

Several lines have been surveyed for a road to Oregon, but as yet the route has not been decided upon. The Oregon R. R. & Navigation Company are extending their road eastwardly, and will connect with a road from the east at the eastern boundary of that State.

On the 24th of January, agreeably to Acts of Congress, the Union Pacific Railroad Company was consolidated with the Kansas Pacific Railway Company and the Denver Pacific Railway and Telegraph Company, under the name of the Union Pacific Railway Company.

The roads consolidated are as follows:

Union Pacific Railroad—	Miles.
Council Bluffs to Ogden.....	1,042.4
Kansas Pacific Railway—	Miles.
Kansas City to Denver.....	639
Wyandotte Branch.....	2
Leavenworth Branch.....	34
Enterprise Branch.....	2
	677.0

Denver Pacific Railway—	
Denver to Cheyenne.....	106.0

Total.....1,825.4

This consolidation has been made upon a basis of the existing volume of stock in each of the companies, as follows:

Union Pacific Railroad Company.....	\$36,762,300 00
Kansas Pacific Railway Company.....	10,000,000 00
Denver Pacific Railway and Telegraph Company.....	4,000,000 00
Total.....	\$50,762,300 00

This course was decided upon after mature consideration, as being for the best interests of the Union Pacific and Kansas Pacific Roads, not only promising a diminished ratio of operating expenditure, but disposing of many questions of a vexatious and disturbing nature between the companies.

Not only this, however, but the improved condition of business in Kansas and Colorado, as shown in their increased production of Metals and Cereals, as well as largely increased immigration, warrants the belief that the Kansas Pacific road will hereafter maintain itself as a sound dividend paying property, and thus not only be no burden to its new partner, but an effectual aid to the resumption of a higher rate of dividends at no distant day.

The stock of the Denver Pacific Railway and Telegraph Co., under the laws of Kansas, was an asset of the Kansas Pacific Railway Co., and had been applied by that Company to the purchase of branch lines, to the ownership of which the consolidated company has succeeded,

Branch roads are owned in part, or controlled by the new corporation as follows:

Through the Union Pacific R. R.—	Miles.
Omaha & Republican Valley R. R.....	99
Colorado Central R. R.....	176 1/2
Summit County R. R.....	7 1/2
Utah Southern R. R.....	236
Utah and Northern Railway Co.....	274

Through the Kansas Pacific Railway—	
Branch to Carbondale.....	82
Junction City & Fort Kearney R. R.....	70
Solomon R. R.....	57
Salina and Southwestern R. R.....	36
St. Joseph & Western R. R., including St. Joseph R. R. Bridge.....	252
Central Branch U. P. R. R. Co. and leased roads.....	334

Through the Denver Pacific Railway—	
Denver and Boulder Valley R. R.....	27
Golden, Boulder, and Caribou R. R.....	6

Total miles.....1,597

There has been no change in our relations with the Government since our last report.

The Company have not yet paid any money to the Government under the Sinking Fund Act. The amount due the Company from the Government on half transportation account in the past years has been sufficient to meet any such requirement.

By the provisions of the Sinking Fund the Secretary of the Treasury is required to invest the Sinking Fund in the bonds of the Government. It is proposed to have the First Mortgage Bonds of the Company also included in that provision.

The management of the road during the past year was in the same hands as heretofore. I regret to say that our General Manager, Mr. S. H. Clark, is now out of health, and for the present not attending to his duties. During his absence the Road is managed as follows: Union Division and Branches, Mr. J. T. Clark, General Superintendent; Kansas Division and Branches, Mr. S. T. Smith, General Superintendent.

By order of the Board,

SIDNEY DILLON,

President.

The grading of the Quebec Central Railway has been completed from Sherbrooke to Sacre Cour, County of Beauce. Rails have been laid to within twenty miles of St. Joseph, and it is anticipated that the line will be completed in three months.

THE FOLLOWING PROTEST has been handed in to the English Committee of the Atlantic, Mississippi and Ohio Railroad Company:

STOCK EXCHANGE, London, March 1st, 1880.

Gentlemen:—We, the undersigned, holders of and representing holders of above \$1,500,000 consolidated bonds of the Atlantic, Mississippi and Ohio R. R. Co., at present represented by certificates of your Committee appointed in 1876 by the then bondholders, and presided over by Sir H. W. Tyler, desire to point out that in holding these certificates we do not wish to be understood to acquiesce either in the scheme proposed by your Committee, or to your subsequent proceedings, but that on the contrary we shall hold ourselves at liberty to represent our views before the proper Court, whenever necessary.

Signed,

FOSTER & BRAITHWAITE,
HESELTINE, POWELL & CO.,
VIVIAN GRAY & CO.,
B. G. GOLDSMID,
JOHN TAYLOR & CO.,
WALKER, RUSSELL & CO.,
HELBERT, WAGG & CAMPBELL,
TOM NICKALLS & CO.,
BORTHWICK, WARK & CO.,
CREWS & LICHTENSTADT,
F. L. SLOUS,
HAES & SONS,
L. MESSEL & CO.,
GOWAN & MARX,
T. E. TWY-CROSS.

It is understood that these dissentients give a general support to the Dutch Committee.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.		
	1879.	1880.
Manufactures of wool....	\$2,327,015	\$2,921,682
" cotton....	2,283,335	3,172,620
" silk....	3,887,675	3,899,708
" flax....	1,400,318	2,084,602
Miscellaneous dry goods..	766,805	1,298,340
Total.....	\$10,065,148	\$13,316,952

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	\$718,133	\$811,428
" cotton ..	415,214	446,815
" silk.....	480,867	585,583
" flax.....	471,269	487,084
Miscellaneous dry goods..	276,859	272,727
Total.....	\$2,363,342	\$2,603,637
Add entered for consump..	10,065,148	13,316,952

Thrown upon market....	\$12,428,490	\$15,920,589
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ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	\$906,708	\$687,320
" cotton....	889,135	809,659
" silk.....	658,426	453,643
" flax.....	384,598	664,735
Miscellaneous dry goods..	185,848	259,266
Total.....	\$2,524,215	\$2,374,628
Add entered for consump..	10,065,148	13,316,952

Total entered at the port..\$12,589,363 \$15,691,575

The imports of dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1879.	1880.
Manufactures of wool....	\$3,124,435	\$4,438,094
" cotton ..	3,611,663	5,519,235
" silk.....	4,799,451	6,214,266
" flax.....	2,182,527	3,795,048
Miscellaneous dry goods..	1,159,067	1,958,378
Total.....	\$14,827,143	\$21,925,021

WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool....	\$1,086,546	\$1,310,406
" cotton ..	707,169	908,561
" silk.....	789,903	992,727
" flax.....	751,598	997,758
Miscellaneous dry goods..	372,317	426,791
Total withdrawn from warehouse.....	\$3,707,533	\$4,616,238
Add entered for consump..	14,827,143	21,925,021

Total thrown on the market.....	\$18,584,676	\$26,541,259
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ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool....	\$1,147,188	\$1,188,958
" cotton....	682,492	726,498
" silk.....	953,843	780,374
" flax.....	643,443	1,322,760
Miscellaneous dry goods..	222,973	462,845
Total entered warehouse..	\$3,749,939	\$4,481,435
Add entered for consump..	14,827,143	21,925,021

Total entered at port....\$18,577,082 \$26,406,456

The Richmond and Danville Railroad Company give notice that they will pay on presentation at par and accrued interest the Consolidated mortgage bonds of the company maturing May 1, 1880, or which may have matured prior thereto, together with other mortgage bonds that are now past due, and that all interest thereon will cease on that date. The offer heretofore pub-

lished to exchange the Consolidated mortgage bonds for the company's General mortgage bonds is hereby withdrawn.

Commerce of New York.

The foreign imports at New York for the month of February, 1880, are officially stated as follows:

	1879.	1880.
Entered for consump'n..	\$12,961,683	\$20,585,964
Do. for warehousing....	5,275,533	7,622,450
Free goods ..	7,848,090	10,984,396
Specie and bullion....	1,383,681	972,574

Total entered at port..	\$26,968,987	\$40,165,384
Withdrawn fr. wareh'use	4,491,656	6,808,808

The foreign imports at New York for two months from January 1, were:

	1879.	1880.
Entered for consump'n..	\$24,287,496	\$40,680,829
Do. for warehousing..	10,143,704	14,905,826
Free goods.....	15,836,145	23,623,271
Specie and bullion....	2,359,188	1,847,612

Total entered at port..	\$52,626,533	\$81,062,538
Withdrawn fr. wareh'ise	9,703,463	13,896,134

The foreign imports at New York for eight months of the fiscal year, were:

	1879.	1880.
Six months ending January 1.....	\$148,784,274	\$266,228,601
January.....	25,657,546	40,897,154
February.....	26,968,987	40,165,384

Total 8 months...\$201,410,807 \$347,291,139

The duties received at New York for eight months ending with February, were:

	1879.	1880.
July.....	\$8,103,513 74	\$9,329,895 17
August.....	10,149,191 69	10,562,138 82
September.....	9,080,936 88	11,790,902 26
October.....	8,349,904 94	10,952,554 48
November.....	6,713,339 94	3,460,050 08
December.....	6,175,359 43	8,175,540 13
January.....	7,655,552 67	11,960,677 78
February.....	8,229,362 06	12,254,602 24
Total.....	\$64,457,161 35	\$83,496,360 96

The exports from New York to foreign ports in the month of February, were:

	1879.	1880.
Domestic produce.....	\$26,421,198	\$23,349,543
Foreign free goods....	299,433	235,877
Do. dutiable.....	411,712	305,728
Specie and bullion....	1,909,750	605,022

Total exports.....	\$29,042,093	\$24,496,170
Do. exclusive of specie..	27,132,343	23,891,148

The exports from New York to foreign ports for two months from January 1, were:

	1879.	1880.
Domestic produce....	\$48,503,322	\$48,018,234
Foreign free goods....	565,919	606,234
Do. dutiable.....	622,658	683,246
Specie and bullion....	3,043,617	1,424,941

Total exports.....	\$52,735,516	\$50,732,655
Do. exclusive of specie	49,691,899	49,307,714

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1879.	1880.
Six months ending January 1.....	\$177,556,058	\$197,760,586
January.....	22,559,556	25,416,566
February.....	27,132,343	23,891,148

Total produce.....	\$227,247,957	\$247,068,300
Add specie.....	6,854,212	4,758,007

Total exports....\$734,102,169 \$751,826,307

The imports and exports at New York for two months from January 1, were:

	Exports.	Imports.
1877.....	\$47,801,636	\$54,265,605
1878.....	58,667,736	50,353,408
1879.....	52,725,516	52,626,533
1880.....	50,732,655	51,062,538

A Steel Corvette.

The Berlin correspondent of the London Standard says that the German Admiralty are now building a corvette at Dantzie, the body of which is to be exclusively of steel, and then adds:

Vessels so constructed will be of much greater speed than those plated with iron, which, moreover, has been proved useless against the newest heavy projectiles. The keel-tiers were a day or two ago completed and connected. The frames and steel plates for the ship's bottom are also ready, the material having been supplied by the "Gute Hoffungs" foundry in Oberhausen, in a condition ready for working. The steel plates were bent while cold, rolled under the hydraulic press, and, as a test, exposed to the blow of a heavy ball dropped from a height of 15 metres. The metal is of the finest quality. Each plate is made larger than requisite, that the surplus portions may be well proved before delivery. Lightness being the chief desideratum, no heavy wood will be used. The stem and stern, each in a single piece, are of wrought iron, from the establishment of Messrs. Krupp. The dimensions are restricted to a length of 71 metres, a breadth of 12.50 metres; the displacement in the front, 5.33; metres, behind 60.70 metres, and in the middle, 6.01 metres. These figures may be thought to promise no great speed, particularly considering the relation of the length to breadth. A glance, however, at the lines of the submerged portion as shown on the model justify the expectation of unusual mobility. There will be a double bottom, and the vessel will be divided into nine water-tight compartments. She will be mounted with ten guns, namely, six on board, two in the bow, and two in the stern. The rigging will be that of a full ship, the lower masts of iron, and the top-masts of Hungarian pine wood. Should the new corvette answer expectations it may be anticipated that the future ships will be constructed of the same material, iron plating being abolished.

The Little Rock, Mississippi River and Texas Railway Company has contracted for 4,000 tons of rails, from Wales, which are now being shipped. Six hundred tons of fastenings have been ordered from the Tredegar Works of Richmond, Va.; 90 flat cars and a large number of box-cars have been ordered from Litchfield, Ill.; and two locomotives have been purchased, and are now on the way from the Mason Locomotive Works, Taunton, Mass. The company is receiving bids for six other locomotives and for 10 passenger coaches. President Redfield hopes to have the road in operation by the 1st of July.

Articles of incorporation were filed with the Secretary of State at Springfield, Ill., on the 20th ult. of the Venice and Carondelet Railway Co., with a capital of \$10,000. The proposition is to construct a railway from Venice, in Madison county, to East Carondelet, in St. Clair county, and to connect with all railroad lines that terminate at or pass through East St. Louis; also, with the bridge of the St. Louis Bridge Company.

The Mobile and Alabama Grand Trunk Railroad Co. was reorganized on the 24th ult. by the election of the following Board of Directors: Gen. Levi W. Lawler and Major W. H. Gardner, of Mobile; Col. John C. Burch, Uniontown; James P. Wallace, President of the Security Loan and

Indemnity company, and Mr. Dreyer, of the firm of Naylor & Co., of New York. It is probable that two other directors will be chosen from Birmingham. Gen. Lawler has been elected president, and F. B. Clark, vice president.

Iron Furnaces and Rolling Mills in Alabama.

The announcement that a number of new iron furnaces and rolling mills are about being started in Alabama has attracted considerable attention in the iron trade here, and it is predicted that if the enterprise is successful it will have important results. The development of this new iron industry is principally along the line of the North Alabama Railroad, which is a branch of the Louisville and Nashville. It is stated that a new rolling mill at Birmingham, Ala., is now nearly ready for operations and will be opened about July 1st. There are two other furnaces at the same place rapidly approaching completion. It is also intended to open several coal mines in Alabama in connection with the iron works. It is claimed that the iron can be produced much cheaper there than in other places, on account of the facilities, and it is said that the cost for manufacturing No. 1 iron will not exceed from \$9 to \$11 per ton, which would leave a large margin for profit at present figures.—[Phila. Ledger.]

During the month of February the traffic on the lines operated by the Illinois Central Railroad was: In Illinois, \$462,673; in Iowa, (leased lines), \$120,138; total, \$582,811. The traffic for the same month in 1879 on the same mileage was: In Illinois, \$368,567 57; in Iowa (leased lines), \$98,353 57; total, \$466,921 14. During February, 1880, the land sales were 3,824.96 acres for \$22,192 59, and the cash collected on land contracts was \$14,717 26.

A French engineer claims that he has invented a means of transporting large vessels over isthmuses, however steep, and experiments are soon to be made with it. The experiments will include the lifting of a ship of 2,000 tons from the river Seine and taking it on rails to another portion of the river.

At a recent meeting of the directors of the Baltimore and Ohio Railroad Company, President Garrett said that the Valley Railroad was no longer embarrassed by the Legislative antagonism which had so much injured its prospects and progress, that plans were under consideration looking to an early completion of the road.

The Johnstown (Penn.) Tribune of Saturday last says that the employees of the Cambria Works on the previous Monday, day and night turn, in what is known as the "new mill" turned out sixteen hundred and thirteen steel rails, being at the rate of one rail for every fifty-three and a half seconds.

Letters from Newfoundland state that it is proposed to build a railway from St. Johns to Harbor Grace, at a cost of £300,000. Newfoundland's portion of the fishery award will probably be spent on this work.

Ex-Gov. James D. Porter, of Tennessee, has been tendered and accepted the Presidency of the Nashville, Chattanooga and St. Louis Railway, vice Col. Cole resigned.

The Virginia Legislature has passed a bill incorporating the Baltimore, Cincinnati and Western Railroad Company.

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LITTLE CHIEF MINING COMPANY.
Rooms Nos. 51 to 57 BOREEL BUILDING,
No. 115 BROADWAY, New York, March 15, 1880.
THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 2) of one Per Cent. on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS (\$100,000,) or FIFTY CENTS Per Share, out of the second month's net earnings, payable at the Central Trust Company's on the 25th inst.
Transfer-books will close March 21, and re-open March 26. DRAKE DE KAY, Secretary.

OFFICE OF THE HOMESTEAK MINING COMPANY,
No. 31 BROAD-ST., New York, March 12, 1880.

DIVIDEND NO. 15.
THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for February, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Transfer-books close on the 20th inst.
H. B. PARSONS, Assistant Secretary.

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ABOUT FOUR MILES OF FLAT RAILS, 28 and 33 lbs. weight, for horse railroad use. Also Turn-Tables, Frogs, etc.
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The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending March 6, as reported by the several carrying companies, amounted to 360,869 tons, against 429,081 tons in the corresponding week last year, a decrease of 68,212 tons. The total amount of anthracite mined for the year is 3,354,136 tons, against 3,448,620 tons for the same period last year, a decrease of 94,484 tons. The quantity of bituminous coal sent to market for the week amounted to 38,598 tons, against 59,214 tons in corresponding week last year, a decrease of 20,616 tons. The total amount of bituminous mined for the year is 689,561 tons against 452,064 tons for the corresponding period last year, an increase of 237,497 tons. The total tonnage of all kinds of coal for the week is 399,467 tons, against 488,298 tons in corresponding week last year, a decrease of 88,831 tons, and the total tonnage for the coal year is 4,043,697 tons, against 3,900,684 tons to same date last year, an increase of 143,013 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of February was 141,736 tons, of which 118,271 tons were coal and 23,465 tons coke. The total tonnage for the year thus far has been 1,073,824 tons, of which 823,135 tons were coal and 250,689 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending March 6th were 41,764 tons, and for the year to that date 304,806 tons—145,700 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 37,737 tons, for the year 270,420 tons, an increase of 136,431 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 4,027 tons, and for the year 31,803 tons, an increase of 6,636 tons, as compared with 1879.—[Phil. Ledger, March 15.]

The formal reorganization of the Atlantic and Great Western Railroad took place at Cleveland, Ohio, on the 15th inst. The incorporators were H. B. Payne, J. H. Wade, R. P. Ranney, J. H. Deveraux, and J. M. Adams. The name of the new company is the "New York, Pennsylvania and Ohio Railroad Company." It is stated that no incorporation will be necessary in New York, but an auxiliary company will be incorporated in Philadelphia, and the certificate of incorporation filed with the Secretary of State at Harrisburg.

J. J. R. Crees, civil engineer, has a corps of surveyors engaged in making a survey of a route for a rapid transit railway to run from the village of Mt. Vernon, Westchester County, N. Y., to a point in Fordham, a short distance below St. John's College grounds, to connect there with the Second Avenue line from this city. The road will be $3\frac{1}{2}$ miles in length.

The surveys for the new railroad to Long Branch will be completed this week. The route has been changed so that the road will not cross the inlet, but run directly from Pearsall's through East Rockaway to the beach.

A large quantity of iron for the Brooklyn Elevated Railroad is being delivered in Park-ave. It is stated that all the iron work will be placed in position from Fulton Ferry to Grand and Park-aves. by May 1.

The Vulcan Steel Works at South St. Louis have resumed operations, after a suspension of several years, and are now in full blast throughout, with a force of between 800 and 1000 men,

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REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

Lazard Freres, Bankers, 65 Pine Street, New York.

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